MISSOURI'S

2018

HIGHWAY SAFETY PLAN (HSP)
&
SECTION 405 GRANT PROGRAM

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Introduction & Background

In 2003, Missouri participated with the American Association of State Highway Transportation Officials (AASHTO) in a national effort to reduce the preventable tragedies associated with traffic crashes. Utilizing a partnership approach, the state's Strategic Highway Safety Plan (SHSP), *Missouri's Blueprint for Safer Roadways,* was developed that outlined opportunities to reduce fatal and serious injuries on Missouri's roads. The goal established in the *Blueprint* was set at 1,000 or fewer fatalities by 2008. That goal was reached one year early, with a year-end fatality total for 2007 of 992, as well as in 2008 with 960 fatalities.

The second SHSP, *Missouri's Blueprint to ARRIVE ALIVE,* was unveiled at the semi-annual Blueprint Conference in October 2008. The new goal was set to reduce traffic fatalities to 850 or fewer by 2012. That goal was reached two years early with 821 fatalities in 2010. In 2011, the fatality total was 786. Not only did we achieve the 2012 goal, but we also attained the lowest number of people lost in roadway related fatalities in Missouri since 1947.

Missouri's third Strategic Highway Safety Plan, *Missouri Blueprint to SAVE MORE LIVES*, was rolled out in October of 2012 at the Blueprint Conference. The target for the document was 700 or fewer fatalities by 2016. In, 2015, Missouri as well as the rest of the nation experienced an increase in fatalities.   It is believed that an improving economy played a large role in these increasing numbers as the percentage of miles driven also increased. Missouri ended 2016 with 949 fatalities.

During the years of 2017 through 2020, Missouri's Blueprint – A partnership Toward Zero Deaths will be the State's Strategic Highway Safety Plan. Missouri's ultimate Blueprint goal is that NO lives are lost due to a traffic crash. However, the interim goal of 700 or fewer fatalities must be met in order to reach ZERO deaths.

The document challenges all of us to not only focus on this target, but also concentrate on a higher vision and move Toward Zero Roadway Deaths.

Year	Fatalities	Serious Injuries
2011	786	5,643
2012	826	5,506
2013	757	4,938
2014	766	4,657
2015	870	4573
2016	949	4,708
2011-2015 Total	4,005	25,317

Core Outcome Measures

C-1) Traffic Fatalities (FARS)

To decrease traffic fatalities by 7.0 percent annually resulting in a change to the 2014-2018 moving average from 801.0 (2011-2015 moving average) to 857.7 (2014-2018 moving average) by December 31, 2018.

C-2) Serious Traffic Injuries (STARS)

To decrease serious traffic injuries by 4.0 percent annually resulting in a change to the 2014-2018 moving average from 5,063.4 (2011-2015 moving average) to 4,559.3 (2014-2018 moving average) by December 31, 2018.

C-3) Fatalities/VMT (FARS/FHWA)

To decrease fatalities per 100 million vehicle miles (VMT) by 7.0 percent annually resulting in a change to the 2014-2018 moving average from 1.143 (2011-2015 moving average) to 1.163 (2014-2018 moving average) by December 31, 2018.

C-3a) Fatalities/VMT Rural (FARS/FHWA)

To decrease rural fatalities per 100 million vehicle miles (VMT) resulting in a change to the 2014-2018 moving average from 1.654 (2011-2015 moving average) to 1.600 (2014-2018 moving average) by December 31, 2018.

C-3b) Fatalities/VMT Urban (FARS/FHWA)

To decrease urban fatalities per 100 million vehicle miles (VMT) resulting in a change to the 2014-2018 moving average from 0.780 (2011-2015 moving average) to 0.852 (2014-2018 moving average) by December 31, 2018.

C-4) Unrestrained Passenger Vehicle Occupant Fatalities (FARS)

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 351.6 (2011-2015 moving average) to 355.5 (2014-2018 moving average) by December 31, 2018.

C-5 Alcohol-Impaired Driving Fatalities (FARS)

To decrease alcohol-impaired driving fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 242.8 (2011-2015 moving average) to 180.8 (2014-2018 moving average) by December 31, 2018.

C-6) Speeding Related Fatalities (FARS)

To decrease speeding related fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 304.2 (2011-2015 moving average) to 294.8 (2014-2018 moving average) by December 31, 2018.

C-7) Motorcyclist Fatalities (FARS)

To decrease motorcyclist fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 89.6 (2011-2015 moving average) to 106.4 (2014-2018 moving average) by December 31, 2018.

C-8) Unhelmeted Motorcyclist Fatalities (FARS)

To decrease unhelmeted motorcyclist fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 8.0 (2011-2015 moving average) to 8.9 (2014-2018 moving average) by December 31, 2018.

C-9) Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

To decrease drivers age 20 or younger involved in fatal crashes by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 118.4 (2011-2015 moving average) to 112.7 (2014-2018 moving average) by December 31, 2018.

C-10) Pedestrian Fatalities (FARS)

To decrease pedestrian fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 80.2 (2011-2015 moving average) to 89.1 (2014-2018 moving average) by December 31, 2018.

C-11) Bicyclist Fatalities (FARS)

To decrease bicyclist fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 5.0 (2011-2015 moving average) to 8.4 (2014-2018 moving average) by December 31, 2018.

CORE BEHAVIOR MEASURE

B-1) Observed Belt Usage (Observed Seat Belt Use Survey)

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1 percentage point annually from the 2016 calendar base year rate of 81% to 83% by December 31, 2018.

Blueprint Strategies

The Focused FIVE

Historically, the Blueprint has identified a few strategies having the greatest potential to save lives and reduce serious injuries. These strategies were called the Essential Eight in 2004, Targeted Ten in 2008 the, Necessary Nine in 2012 and now the Focused Five. Aggressive implementation of the Focused Five represents the greatest opportunity to save lives.

Change the Traffic Safety Culture
- Increase safety belt/safety restraint use - Everyone, Every Trip, Every Time, Day and Night
- Educate roadway users on their roles and responsibilities
- Expand outreach efforts to new traffic safety partners
- Educate on the dangers of aggressive, distracted and substance-impaired driving
- Create safe and efficient clearance of roadway impacts

Highway Safety Legislation
- Pass a primary safety belt law
- Pass a cell phone ban law for all drivers
- Maintain and enhance existing traffic safety laws
- Increase transportation funding

Increase Enforcement Efforts
- Focus on high-crash corridors and work zones
- Expand efforts to stop aggressive driving
- Increase sobriety checkpoints/saturation patrols
- Expand multi-jurisdictional task forces

Implement Engineering Solutions
- Install shoulders with rumble stripes
- Improve curve safety
- Increase use of innovative intersection designs
- Enhance roadway visibility

Enhance Pedestrian Safety
- Install/improve signage, pavement markings and signals
- Educate pedestrians on safe habits (pedestrian to roadway interactions, distractions and
- substance impairment)

Six Emphasis Areas

This Blueprint is comprised of six emphasis areas and 27 focus areas. Strategies have been identified that provide the opportunity to reduce fatalities and serious injuries resulting from roadway crashes.

Emphasis & focus areas include:

1. Serious Crash Types
   - Lane Departure
   - Run-Off-Road - Not in a Curve
   - Run-Off-Road - In a Curve
   - Collision with Trees and/or Utility Poles
   - Head-On
   - Intersections
   - Non-Signalized
   - Signalized

2. High-Risk Driving & Unrestrained Aggressive Driving
   - Unrestrained Drivers and Occupants
   - Substance-Impaired Driving
   - Unlicensed/Improperly Licensed Driving
   - Young Driver (15 - 20 years of age)
   - Distracted/Inattentive Driving
   - Drowsy Driving

3. Special Vehicles
   - Commercial Motor Vehicles (CMV's)
   - All-Terrain Vehicles (ATV's)/Utility Vehicles School Buses

4. Vulnerable Roadway Users
   - Older Driver (Age 65 or Older)
   - Motorcyclists
   - Pedestrians
   - Bicyclists

5. Special Roadway Environments
   - Nighttime Driving
   - Work Zone
   - Highway / Rail Crossing
   - Traffic Incident Management Area

6. Data & Data System Improvements
- Data Collection
- Data Accessibility
- System Linkage

Targets by Region

The Missouri Coalition for Roadway Safety has seen varied success from each of the seven regions in reducing fatalities on our roadways. While some regions have seen greater success than others in regards to percentage reduction, each has done a tremendous job in making our roads safer for the traveling public.

In order for the Coalition to reach the target of 700 or fewer by the end of 2020, each region will need to continue efforts in all disciplines. If goals are met by the end of 2018, the state will have seen a roadway fatality reduction of 35 percent since 2005. More importantly, each region will have to reduce the roadway fatalities in order for the state to reach the target.

The fatality number established for each region was determined from the previous eight years ending with 2016 (eight-year average). This method was preferred in order to minimize the fluctuations realized by each region.

Fatalities by Region
Reduction per Region (2017-2020 estimated)

Fatalities

Year	NW	NE	KC	CD	SL	SW	SE	Total
2005	85	93	203	188	238	257	193	1,257
2006	56	63	150	190	205	260	172	1,096
2007	52	71	162	175	206	173	153	992
2008	59	62	171	155	195	179	139	960
2009	57	49	155	133	170	165	149	878
2010	32	66	145	101	175	167	135	821
2011	48	50	122	120	162	154	130	786
2012	46	58	161	123	171	143	124	826
2013	32	51	148	97	157	149	123	757
2014	36	45	128	118	173	144	122	766
2015	45	60	149	109	196	181	130	870
2016	46	70	168	145	227	159	133	948
2017	43	60	152	127	203	165	131	881
2018	40	55	141	118	189	153	122	819
2019	37	52	131	110	175	143	114	762
2020	34	47	121	101	161	131	104	700

Blueprint Implementation

The *Blueprint* is a collective effort of the Missouri Coalition for Roadway Safety (MCRS) and safety professionals throughout the state. The MCRS leads the charge to implement the *Blueprint* and encourage safety partners to focus their activities and programs in support of the "Focused Five" and subsequent emphasis areas, focus areas, and strategies. The state is divided into seven regional coalitions that develop annual safety plans. The coalition's meet on a regular basis to discuss their concerns, review how their countermeasures are working, and consider ways to improve their efforts. Approximately $2 million of state road funds is dedicated to this effort.

The *Blueprint* is an overarching strategic highway safety plan for the State of Missouri while the state's Highway Safety Plan serves as one of the implementation components in support of the *Blueprint* efforts.

→ The *Blueprint* serves as a **strategic plan** for the State's Highway Safety Plan

→ The "**Focused Five**", **6 Emphasis Areas** and **27 Focus Areas** provide **direction** for the HSP

→ The *Blueprint* determines our **interim fatality reduction target**

Partnerships

No highway safety office can successfully function without communication, cooperation and coordination with our safety partners.   This partnership approach allows us to expand our resources, generate diverse ideas, and incorporate new concepts and projects into our Highway Safety Plan. A sampling of the myriad of our safety partners includes:

American Automobile Association
American Association of Retired Persons
Blueprint Regional Coalitions
Cape Girardeau Safe Communities Program
City/County Engineers
County Health Departments
East-West Gateway Coordinating Council
Emergency Nurses Association
Federal Highway Administration
Federal Motor Carrier Safety Administration
Institutions of Higher Education
Law Enforcement Traffic Safety Advisory Council
Law Enforcement Training Academies
Local Technical Assistance Program
Manufacturers Alliance Child Passenger Safety
Mercy Hospital
Metropolitan Planning Organizations
Mid-American Regional Council
MO Association of Insurance Agents
MO Automobile Dealers Association
MO Coalition for Roadway Safety
MO Department of Health & Senior Services
MO Department of Labor and Industrial Relations
MO Department of Mental Health
MO Department of Public Safety

MO Department of Revenue
MO Division of Behavioral Health
MO Division of Alcohol and Tobacco
MO Head Injury Advisory Council
MO Injury and Violence Prevention Advisory Committee
MO Trucking Association
MO Office of Prosecution Services
MO Police Chiefs Association
MO Safety Center
MO Sheriffs Association
MO State Highway Patrol
MO Youth/Adult Alliance
Mothers Against Drunk Driving
Motorcycle Safety Task Force
National Highway Traffic Safety - Region 7
Office of State Courts Administrator
Operation Impact
Operation Lifesaver
Partners in Prevention
Regional Planning Commissions
Safe Kids Coalitions
State Farm Insurance
Think First Missouri
Traffic Safety Alliance of the Ozarks
Trailnet

In addition to these highway safety partners, each *Blueprint* regional coalition has an extensive base of local partners.

Overall Problem Identification

Problem Identification

Problem identification involves the study of the relationship between collisions and the characteristics of people using the roadways, types and numbers of vehicles on the roads, miles traveled, and roadway engineering.

Most motor vehicle crashes have multiple causes. Experts and studies have identified three categories of factors that contribute to crashes – human, roadway environment, and vehicle factors. Human factors involve the driver's actions (speeding and violating traffic laws, etc.) or condition (effects of alcohol or drugs, inattention, decision errors, age, etc.). Roadway environment factors include the design of the roadway, roadside hazards, and roadway conditions. Vehicle factors include any failures in the vehicle or its design. Human factors are generally seen as contributing most often to crashes at 93 percent, followed by roadway environment at 33 percent, and finally the vehicle at 13 percent (US General Accounting Office, GAO-03-436, *Research Continues on a Variety of Factors that Contribute to Motor Vehicle Crashes*, March 2003).

In March 2016, an attitudinal survey was conducted on 2,502 adult Missouri drivers to capture their current attitudes and awareness of specific items concerning highway safety such as seat belt usage, speeding issues, cell phone use while driving and alcohol impaired driving.

Since this plan is directed toward modifying behavior so that safety will be the accepted norm, it stands to reason that we must identify and categorize those individuals who are making unsafe decisions and/or who are causing traffic crashes. It will be obvious to the reader that this document references *targeted* audiences or populations. The term "target audience" infers a population group that is overrepresented in a particular type of crash (e.g., drinking drivers) or is underrepresented in using safety devices (e.g., un-helmeted motorcyclists or unrestrained occupants). This terminology is in no way meant to profile certain populations by age, gender, race, or nationality. Rather, this is an accepted term to identify specific population groups that must be reached with our messages and our enforcement efforts if we are to reduce traffic crashes, prevent injuries and save lives.

Research has shown that the number of crashes at a particular site can vary widely from year to year, even if there are no changes in traffic or in the layout of the road. Since a single year's data is subject to considerable statistical variation; three years is generally regarded as a practical minimum period for which a fairly reliable annual average rate can be calculated. The FY 2016 Highway Safety Plan references crash statistics for 2011 through 2015.

In the 5-year period 2011-2015, a total of 4,005 people died on Missouri's roadways while another 25,317 suffered serious injuries. A fatality is recorded when a victim dies within 30 days of the crash date from injuries sustained in the crash. A serious injury is recorded when any injury other than a fatality which results in one or more of the following:

- Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood
- Broken or distorted extremity (arm or leg)
- Crush injuries
- Suspected skull, chest or abdominal injury other than bruises or minor lacerations
- Significant burns (second and third degree burns over 10% or more of the body)
- Unconsciousness when taken from the crash scene
- Paralysis

While we recognize that many crashes result simply in property damage, only fatal and serious injury crashes have been targeted because they are more costly in human suffering, social and economic terms.

Although overall fatalities and the death rate reflect a positive reduction since 2005, it should not be a cause for complacency. A substantial number of people continue to be killed and seriously injured on Missouri roadways and most of these traffic crashes are preventable. In 2011-2015, of the 705,815 traffic crashes, 3,662 resulted in fatalities and 20,170 resulted in serious injuries. These fatal and serious injury crashes resulted in 4,005 deaths and 25,317 serious injuries.

A substantial number of persons killed or injured in Missouri's 2011-2015 traffic crashes were drivers and passengers of motorized vehicles. Of the fatalities, 74.8% were drivers and 25.2% were passengers; of those seriously injured, 69.7% were drivers and 30.3% were passengers.

Between 2005 and 2014, Missouri's annual traffic fatalities decreased from 1,257 to 766; however, there has been an increase to 870 in 2015 and 949 in 2016. In the time period of 2005-2015, serious injuries fell from 8,624 to 4,573, and increased in 2016 to 4,708.

Throughout the remainder of the document, the fatality reduction goals are calculated in the following manner. The 5-year rolling average was calculated using the previous 5 years of actual crash data (2011-2015). The 2018 fatality goal was calculated on an assumed 7% annual reduction in Missouri's fatalities resulting in a five-year average target of 857.7 fatalities in 2018. A 7% annual reduction in fatalities would allow Missouri to reach the 2020 Blueprint goal of 700 or fewer fatalities.

The 2018 serious injury goal was calculated on an assumed 4% annual reduction in Missouri's serious injuries resulting in a five-year average target of 4559.3 serious injuries in 2018.

A trend line aimed at reaching the 700 or fewer fatalities by 2020 was also applied to show the data trends for each category.

Fatality reduction goals were calculated for the following crash types:

- Aggressive driving-related fatalities
- Speed-related fatalities
- Fatalities involving drivers with a .08 BAC or greater
- Unrestrained passenger vehicle occupant fatalities
- Drivers 15-20 Involved in Fatal Crashes
- Fatalities involving drivers age 65 and older
- Motorcyclist fatalities
- Un-helmeted motorcyclist fatalities
- Fatalities involving motorcycle operators who are not licensed or improperly licensed
- Fatalities resulting from crashes involving school buses or school bus signals
- Pedestrian fatalities
- Bicyclist fatalities

Urban versus Rural Crash Experience

Traffic crashes are not evenly distributed on Missouri roadways. As expected, crashes occur in large numbers in the densely populated urban areas (population of 5,000 or more) of the state. Since such a large portion of Missouri's overall population is in the rural areas (under 5,000 population or unincorporated area), the greater number of crashes occur in those areas. Of the 23,832 fatal and serious injury crashes in 2011-2015, 52% occurred in an urban community while 48% occurred in a rural area. The rural areas of the state take on even greater significance when examining only fatal traffic crashes. In 2011-2015 fatal traffic crashes, 42% occurred in an urban area of the state while 58% occurred in a rural area.

The following two maps depict the high fatality and serious injury locations and the urban (population of 5,000-49,999) and Urbanized (population of 50,000 or greater) for comparison to where crashes are occurring.

ATCHISON 4-49

NODAWAY 16-108

WORTH 3-13

HARRISON 11-46

MERCER 7-34

PUTNAM 6-38

SCHUYLER 6-24

SCOTLAND 2-26

CLARK 13-45

HOLT 10-58

GENTRY 2-24

SULLIVAN 7-45

ADAIR 8-108

KNOX 5-41

LEWIS 10-77

ANDREW 16-67

GRUNDY 6-40

DEKALB 12-46

DAVIESS 5-42

LIVINGSTON 11-69

LINN 8-41

MACON 11-100

SHELBY 4-18

MARION 17-163

BUCHANAN 41-771

CLINTON 15-81

CALDWELL 13-43

CHARITON 7-38

RANDOLPH 22-156

MONROE 9-63

RALLS 14-116

PLATTE 52-241

CLAY 99-704

RAY 16-71

CARROLL 7-34

PIKE 23-150

LAFAYETTE 25-183

SALINE 21-92

HOWARD 8-50

AUDRAIN 17-106

LINCOLN 50-348

JACKSON 360-3077

BOONE 71-449

MONTGOMERY 24-69

ST. CHARLES 113-853

ST. LOUIS CITY 212-1038

JOHNSON 41-218

PETTIS 39-187

COOPER 13-100

CALLAWAY 39-221

WARREN 29-118

ST. LOUIS 283-2618

CASS 55-239

MONITEAU 13-72

COLE 34-409

OSAGE 12-64

GASCONADE 20-81

FRANKLIN 108-543

HENRY 22-96

BENTON 29-153

MORGAN 25-124

MILLER 55-190

MARIES 15-57

JEFFERSON 143-943

BATES 12-85

ST. CLAIR 18-97

HICKORY 13-8

CAMDEN 43-250

PULASKI 38-249

PHELPS 56-178

CRAWFORD 24-143

WASHINGTON 50-152

STE. GENEVIEVE 25-87

VERNON 25-100

CEDAR 10-85

DALLAS 8-29

LACLEDE 33-410

ST. FRANCOIS 58-216

PERRY 28-74

POLK 38-90

DENT 18-145

IRON 16-48

MADISON 15-26

CAPE GIRARDEAU 43-288

BARTON 14-52

DADE 7-62

REYNOLDS 14-63

BOLLINGER 14-108

SCOTT 31-189

JASPER 78-411

GREENE 141-952

WEBSTER 40-217

WRIGHT 17-110

TEXAS 38-226

SHANNON 15-82

WAYNE 15-57

LAWRENCE 46-302

CHRISTIAN 44-501

DOUGLAS 12-82

CARTER 14-48

STODDARD 31-62

MISSISSIPPI 13-53

NEWTON 64-376

HOWELL 45-231

BUTLER 36-243

BARRY 43-285

STONE 42-207

TANEY 46-280

OZARK 14-100

OREGON 17-57

RIPLEY 19-76

MCDONALD 31-203

NEW MADRID 26-160

PEMISCOT 33-166

DUNKLIN 40-108

Total Fatalities

4,005 - 25,317

Total Serious Injuries

Missouri Urban/Urbanized Areas

Shaded areas represent Urban and Urbanized cities in the state.

Urbanized   Population 50,000 or Greater
Urban   Population 5,000 - 49,999

Data Collection and Sources

Data is the cornerstone of this plan, and is essential for diagnosing crash problems and monitoring efforts to solve traffic safety problems. We must identify the demographics of the roadway users involved in crashes, what behaviors or actions led to their crashes, and the conditions under which the crashes occurred. Data collection and analysis is dynamic throughout the year.

When data is effectively used to identify repeating patterns in the dynamic interaction of people, pavement, vehicles, traffic, and other conditions, there is increased potential for successful mitigation. From this comes a reduction in the number and severity of crashes, ultimately resulting in fewer fatalities and serious injuries.

Problem identification, performance goals and strategies are derived by utilization of Fatality Analysis Reporting System (FARS), the Missouri Statewide Traffic Accident Records System (STARS), Vehicle Miles Traveled (VMT) and observational occupant protection surveys, among others listed below.

Fatality Analysis Reporting System (FARS)

The State of Missouri utilizes the core performance measures outlined in 'Traffic Safety Performance Measures for State and Federal Agencies" (DOT HS 811 025) as developed by NHTSA and GHSA. The FARS database provides ten of the twelve performance measures. These performance measures are not only used to address problem areas, but to gauge recent success or need for improvement at the statewide level.

Statewide Traffic Accident Records System (STARS)

The source of statewide analytical data is the Missouri Statewide Traffic Accident Records System (STARS) managed by the Missouri State Highway Patrol. All Missouri law enforcement agencies are required by law (RSMO 43.250) to submit a Missouri Uniform Traffic Crash Report (MUCR) to STARS if a traffic crash involves a death, a personal injury, total property damage to an apparent extent of five hundred dollars or more to one person, or other written MUCR's as a result of an investigation. It should be noted that although reports that did not occur on public roadways are maintained in STARS, these crashes are not included in statistical analyses provided. Crashes involving less than five hundred dollars to one person may be included if they were reported to STARS.

Vehicle Miles Traveled (VMT)

MoDOT maintains vehicle miles traveled charts, graphs and counts for all state maintained roadways in the state. This information serves the HSO in developing problem identification, identifying resources and allocating funding.

Engineering Data

MoDOT connects the crash statistics from STARS to their Transportation Management System (TMS). Information relating to roadway features, such as speed limit, lane widths, presence of

guardrail, etc.; are stored in TMS. By joining these two data sources, MoDOT is able to perform a comprehensive safety review of the transportation system and strategically implement safety countermeasures.

Observational Occupant Protection Surveys
The State of Missouri, with the assistance of the Missouri Safety Center, conducts an annual Statewide Seat Belt Observational Survey. The survey sites for the 2018 survey have been re-selected per rule 1340.12(a) Re-selection of observation sites.

The 2018 HSO funding will also include a statewide Teen Observational Survey conducted in areas where teen drivers are present such as school parking lots. The teen survey is conducted at 150 locations throughout Missouri.

Court Data
Court data, gathered from the Office of State Courts Administrator includes DWI filings, diversions, dismissals and convictions. This information is available to the municipal and circuit courts and is used in support of the impaired driving problem identification regarding DWI convictions.

Department of Revenue
Information gathered from the Department of Revenue (DOR) includes data elements important to the HSO Young Driver Program and Older Driver Program such as driver's license by age and gender. This information helps the HSO to identify target age groups when evaluating program objectives.

Biennial Survey of State Automated Traffic Enforcement Systems
Beginning with fiscal year 2018, the HSO will conduct a survey of all automated traffic enforcement systems used on any public road in the State. The survey will follow the guidelines set forth in 23 CFR Part 1300.13.

Safety Plan Integration
Missouri's target of 700 or fewer fatalities by 2020 has been integrated into all key planning documents that include: State Highway Safety Strategic Plan, *Missouri's Blueprint: Partnership Toward Zero Deaths*; the Commercial Vehicle Safety Plan (CVSP); and the Highway Safety Plan and Performance Plan (HSP). The HSP performance targets are identical to the Missouri's Department of Transportation targets for common performance measures (fatality, fatality rate and serious injuries) reported in the Highway Safety Improvement Plan (HSIP) annual report as coordinated through the state SHSP.

Every effort will be made to establish evidence based strategies that will guide Missouri to meet this target.

Performance Report

Performance measures enable the state to track progress, from a specific baseline, toward meeting an interim target. In August 2008, the US Department of Transportation released a document, DOT HS 811 025, that outlines a minimum set of performance measures to be used by states and federal agencies in the development and implementation of behavioral highway safety plans and programs. An expert panel from the National Highway Traffic Safety Administration, State Highway Safety Offices, academic and research organizations, and other key groups developed these performance measures, which were agreed upon by NHTSA and the Governors Highway Safety Association.

The initial minimum set contains 15 measures: 11 core outcome measures, 1 core behavior measure; and 3 activity measures. These 15 measures cover the major areas common to state highway safety plans and use existing data systems. Beginning with the 2010 Highway Safety Plans and Annual Reports, states set goals for and report progress on each of the 11 core outcome and behavior measures annually. In 2014, an additional outcome measure, bicycle fatalities, was added. The following page outlines the 15 performance measures which will be identified within their respective program areas.

At least one performance measure and performance target that is data driven is provided for each program area that enables Missouri to track progress toward meeting the quantifiable annual target. For each program area, documentation is provided of current safety levels (baseline) calculated based on a five-year rolling average for common performance measures in the HSP and HSIP. Quantifiable performance targets and justification for each performance target explains how the target is data-driven and includes the factors that influenced the performance target selection. The HSP performance targets are calculated identical to the HSIP targets for fatality and fatality rate at 7% annual reduction; and serious injury rate at 4% annual reduction based on the 2011-2015 five-year rolling average. The baseline was set using the five-year rolling average (2011-2015). The 7% fatality and 4% serious injury reduction was applied to the 2016 preliminary state data to establish a five-year rolling average 2018 target.

In establishing Missouri safety targets for the 2014-2018 five-year rolling average, we utilized the preliminary 2016 fatalities to calculate a 7% reduction which provided the 2017 projected fatality number. Then another 7% reduction was applied to the 2017 projected fatality number which gave us the 2018 projected number. Those numbers were then used to formulate the 2014-2018 five-year rolling average, which was used as our 2018 target. This method was used to calculate the targets for Traffic Fatalities, Unrestrained Passenger Vehicle Occupant Fatalities, Alcohol-Impaired Driving Fatalities, Speed Related Fatalities, Motorcycle Fatalities, Un-helmeted Motorcycle Fatalities, Drivers Age 20 or Younger Involved in Fatal Crashes, Pedestrian Fatalities and Bicyclist Fatalities.
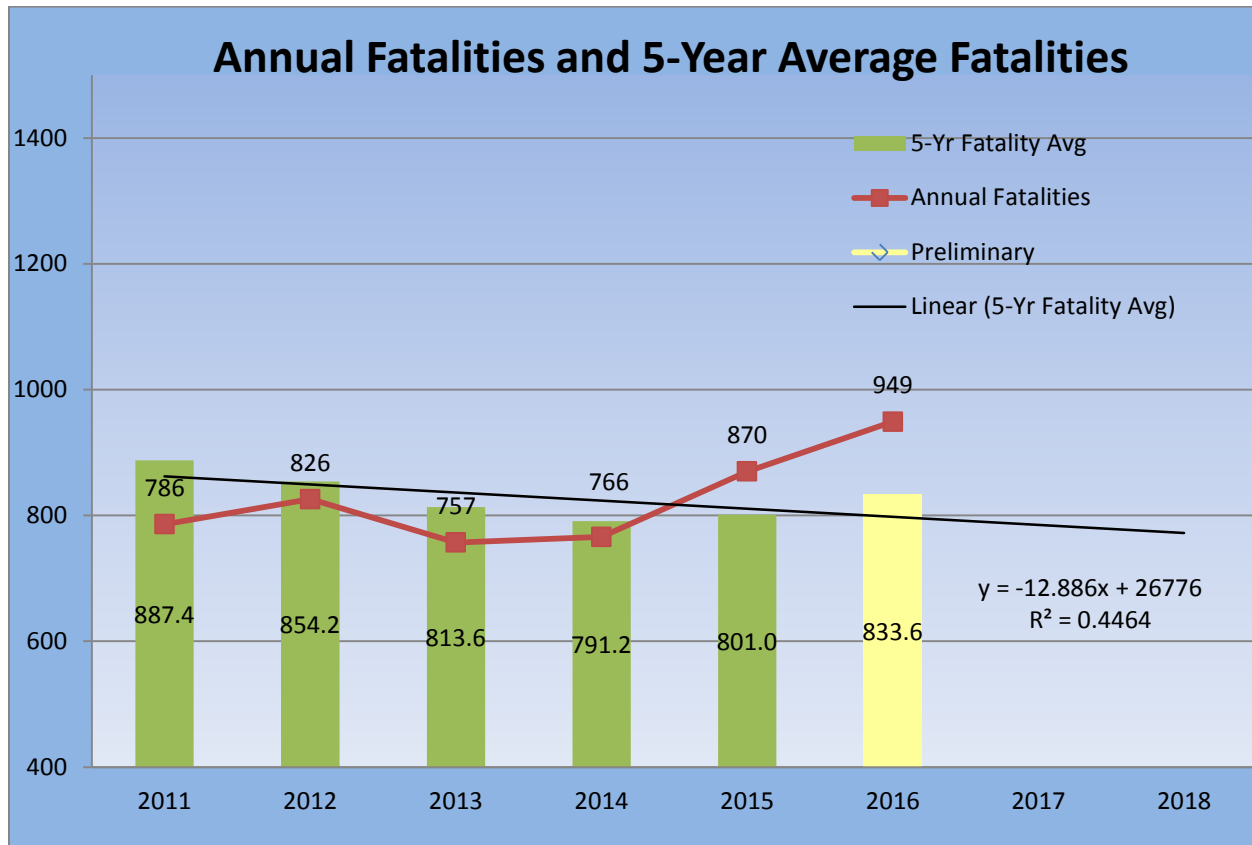
Missouri Annual Comparative Data Chart

CORE OUTCOME MEASURES: *Traffic Fatalities & Serious Injuries*	2010	2011	2012	2013	2014	2015	2018 Target
Number of Fatalities	821	786	826	757	766	870	
5-Year Rolling Average	949.4	887.4	854.2	813.6	791.2	801.0	857.7
Total Rural Fatalities	492	495	474	459	471	497	
Total Urban Fatalities	329	291	350	298	295	371	
Number of Serious Injuries	6,096	5,643	5,506	4,938	4,657	4,573	
5-Year Rolling Average	7092.6	6591.0	6143.4	5744.6	5368.0	5063.4	4559.3
Serious Injury Rate	10.153	9.478	8.602	8.203	7.111	7.978	
Fatalities and Serious Injuries Combined	6917	6429	6332	5695	5423	5443	
Fatalities per 100 Million Vehicle Miles Driven							
Vehicle Miles (Billions)	70,864	68,789	69,153	69,458	70,909	71,918	
Total Fatalities Per 100 Million VMT	1.159	1.143	1.190	1.090	1.080	1.210	
5-Year Rolling Average	1.372	1.282	1.235	1.171	1.133	1.143	1.163
Total Rural Fatalities per 100 million VMT	2.106	1.964	1.802	1.700	1.636	1.654	1.600
Total Urban Fatalities per 100 million VMT	0.832	0.796	0.822	0.788	0.770	0.780	0.852
Serious Injuries per 100 Million Vehicle Miles Driven							
Vehicle Miles (Billions)	70,864	68,789	69,153	69,458	70,909	71,918	
Total Serious Injuries Per 100 Million VMT	8.602	8.203	7.962	7.109	6.705	6.584	
Passenger Vehicle Occupant Fatalities (all seat positions)							
Total	620	597	600	559	556	620	
Restrained	195	177	155	192	198	217	
Unrestrained Passenger Vehicle Fatalities	383	371	394	325	312	356	
5-Year Rolling Average	461.8	423.4	410.0	378.0	357.0	351.6	355.5
Unknown	42	49	51	42	46	47	
Alcohol-Impaired Driving Fatalities (BAC=.08+)							
Fatalities	257	258	283	246	205	224	
5-Year Rolling Average	318.4	292.8	282.8	268.8	249.4	242.8	180.8
Speed Related Fatalities							
Fatalities	324	310	326	308	267	310	
5-Year Rolling Average	409.6	377.6	356.0	329.4	307.0	304.2	294.8
Motorcyclist Fatalities							
Total	95	82	104	74	91	97	
5-Year Rolling Average	94.8	92.6	95.0	88.4	89.2	89.6	106.4
Helmeted	83	71	90	66	79	86	
Unhelmeted	11	10	9	7	7	7	
5-Year Rolling Average	19.0	17.6	15.2	11.8	8.8	8.0	8.9
Unknown	1	1	5	1	5	4	
Drivers age 20 or younger involved in fatal crashes							
Aged Under 15	4	2	2	4	3	4	
5-Year Rolling Average	3.0	3.0	3.0	3.2	3.0	3.0	
Aged 15-20	118	131	127	111	94	119	
5-Year Rolling Average	167.4	148.0	138.8	128.8	118.2	118.4	112.7
Pedestrians Fatalities							
Fatalities	55	75	84	73	65	104	
5-Year Rolling Average	68.2	68.0	69.0	71.0	70.4	80.2	89.1
Bicyclist Fatalities							
Fatalities	7	1	6	4	5	9	
5-Year Rolling Average	5.6	4.4	3.8	4.0	4.6	5.0	8.4
Distracted Driving Involved Fatalities							
Fatalities	183	164	85	74	61	102	
5-Year Rolling Average	202.4	187.8	159.4	132.4	113.4	97.2	86.8
CORE BEHAVIOR MEASURE							
Observed seat belt use for passenger vehicles, front seat outboard occupants	76%	79%	79%	80%	79%	80%	83%

*Does not inculde CPS   Key: 5-Year Rolling Average

Core Outcome Measures

C-1) Traffic Fatalities (FARS)

To decrease traffic fatalities by 7.0 percent annually resulting in a change to the 2014-2018 moving average from 801.0 (2011-2015 moving average) to 857.7 (2014-2018 moving average) by December 31, 2018.

Annual Fatalities and 5-Year Average Fatalities

Legend:
- 5-Yr Fatality Avg
- Annual Fatalities
- Preliminary
- Linear (5-Yr Fatality Avg)

Annual Fatalities: 786 (2011), 826 (2012), 757 (2013), 766 (2014), 870 (2015), 949 (2016)

5-Yr Fatality Avg: 887.4 (2011), 854.2 (2012), 813.6 (2013), 791.2 (2014), 801.0 (2015), 833.6 (2016)

$y = -12.886x + 26776$
$R^2 = 0.4464$

The trend line is based upon the five-year moving average projected to 2018. An assumed 7% annual reduction in Missouri's fatalities would result in a five-year average target of 857.7 fatalities in 2018. A 7% annual reduction in fatalities would allow Missouri to reach the 2020 Blueprint goal of 700 or fewer fatalities.

C-2) Serious Traffic Injuries (STARS)

To decrease serious traffic injuries by 4.0 percent annually resulting in a change to the 2014-2018 moving average from 5,063.4 (2011-2015 moving average) to 4,559.3 (2014-2018 moving average) by December 31, 2018.

Annual Serious Injuries and 5-Year Average Serious Injuries

Legend:
- 5-Yr SI Avg
- Annual Serious Injuries
- Preliminary
- Linear (5-Yr SI Avg)

$y = -348.27x + 706881$
$R^2 = 0.9837$

Annual Serious Injuries: 5,643 (2011), 5,506 (2012), 4,938 (2013), 4,657 (2014), 4,573 (2015), 4,708 (2016)

5-Yr SI Avg: 6,591.0 (2011), 6,143.4 (2012), 5,744.6 (2013), 5,368.0 (2014), 5,063.4 (2015), 4,876.4 (2016)

The trend line is based upon the five-year moving average projected to 2018. An assumed 4% annual reduction in Missouri's serious injuries would result in a five-year average target of 4559.3 fatalities in 2018.

C-3) Fatalities / VMT (FARS/FHWA)

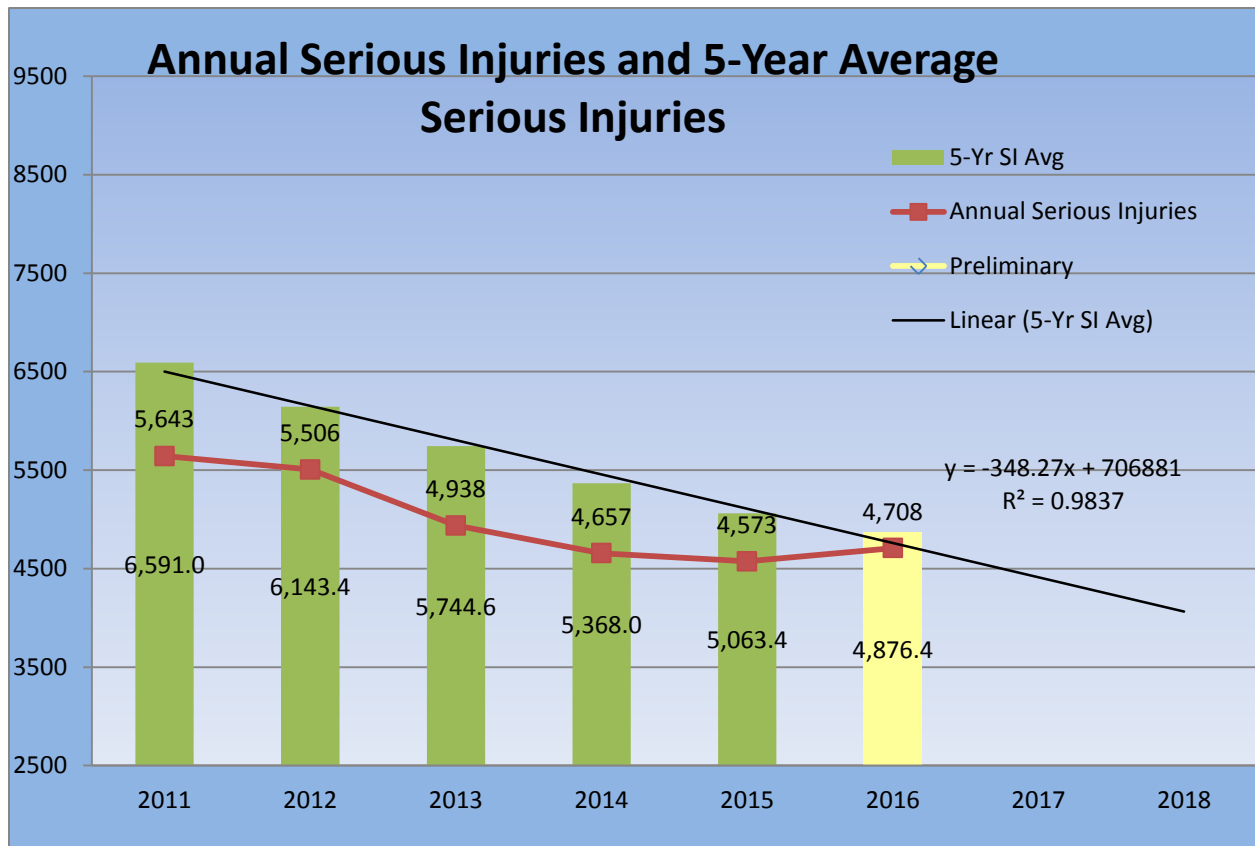To decrease fatalities per 100 million vehicle miles (VMT) by 7.0 percent annually resulting in a change to the 2014-2018 moving average from 1.143 (2011-2015 moving average) to 1.163 (2014-2018 moving average) by December 31, 2018.

Annual Fatality Rate and 5-Yr Average Fatality Rate

$y = -0.025x + 51.62$
$R^2 = 0.6566$

Legend:
- 5-Yr Fatality Rate
- Annual Fatality Rate
- Preliminary
- Linear (5-Yr Fatality Rate)

Year	5-Yr Fatality Rate	Annual Fatality Rate
2011	1.282	1.143
2012	1.235	1.194
2013	1.171	1.090
2014	1.133	1.080
2015	1.143	1.210
2016	1.170	1.273
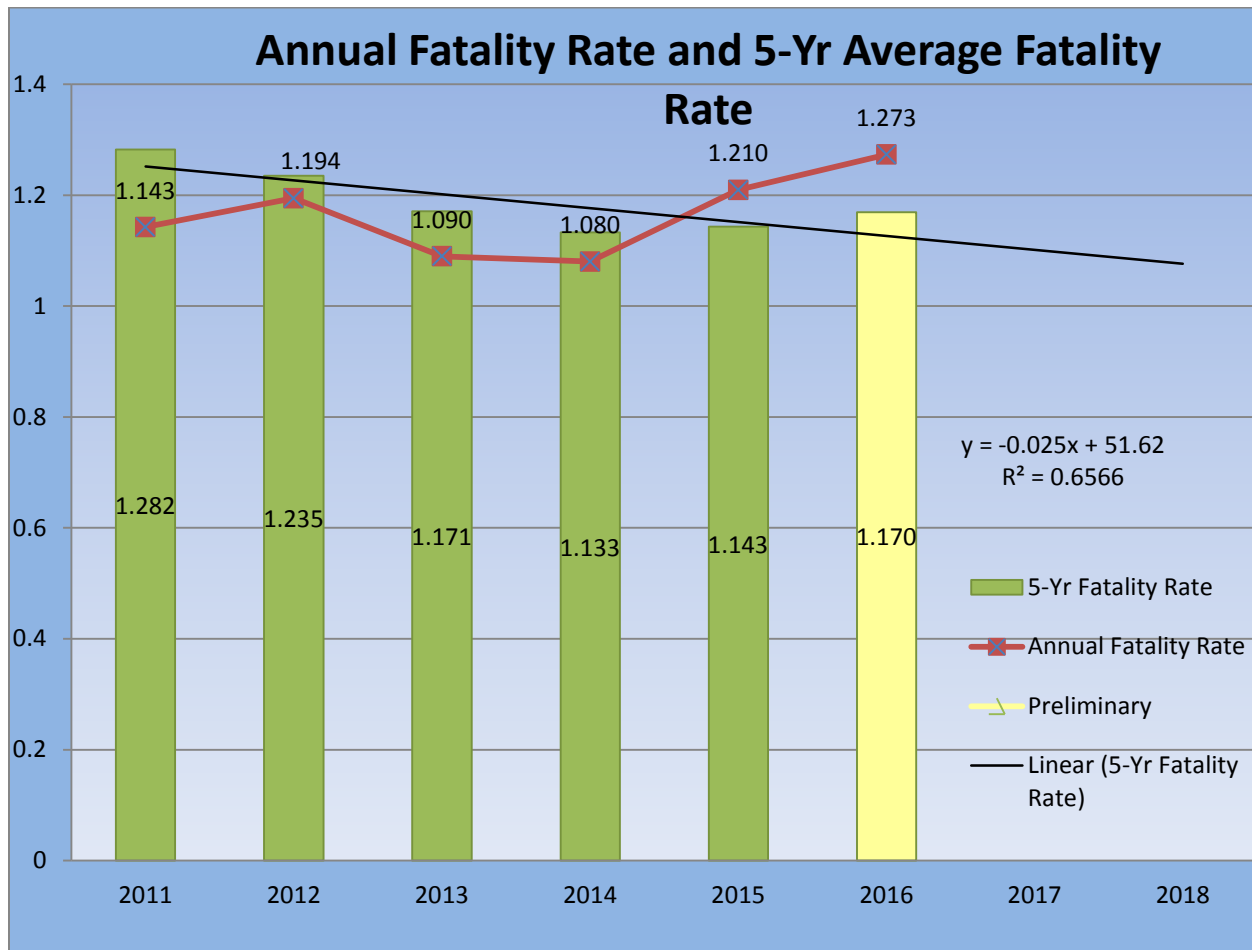
The trend line is based upon the five-year moving average projected to 2018. An assumed annual reduction in Missouri's fatalities per VMT would result in a five-year average target of 1.163 fatalities in 2018.

*C-3a) Fatalities/VMT **Rural** (FARS/FHWA)*

To decrease rural fatalities per 100 million vehicle miles (VMT) resulting in a change to the 2014-2018 moving average from 1.645 (2011-2015 moving average) to 1.600 (2014-2018 moving average) by December 31, 2018.

Annual Rural Fatality Rate and 5-Year Average Rural Fatality Rate

Legend: 5-Yr Fatality Rate Avg; Annual Fatality Rate; Preliminary; Linear (5-Yr Fatality Rate Avg)

Annual Fatality Rate values: 1.710, 1.640, 1.610, 1.620, 1.690, 1.678

5-Yr Fatality Rate Avg values: 1.964, 1.802, 1.700, 1.636, 1.654, 1.648

$y = -0.0597x + 121.95$
$R^2 = 0.7595$

*C-3b) Fatalities/VMT **Urban** (FARS/FHWA)*

To decrease urban fatalities per 100 million vehicle miles (VMT) resulting in a change to the 2014-2018 moving average from 0.780 (2011-2015 moving average) to 0.852 (2014-2018 moving average) by December 31, 2018.

Annual Urban Fatality Rate and 5-Year Average Urban Fatality Rate

Legend: 5-Yr Fatality Rate Avg; Annual Fatality Rate; Preliminary; Linear (5-Yr Fatality Rate Avg)

Annual Fatality Rate values: 0.730, 0.870, 0.730, 0.700, 0.870, 0.962

5-Yr Fatality Rate Avg values: 0.796, 0.822, 0.788, 0.770, 0.780, 0.826

$y = 0.0002x + 0.3095$
$R^2 = 0.0004$

C-4) Unrestrained Passenger Vehicle Occupant Fatalities (FARS)

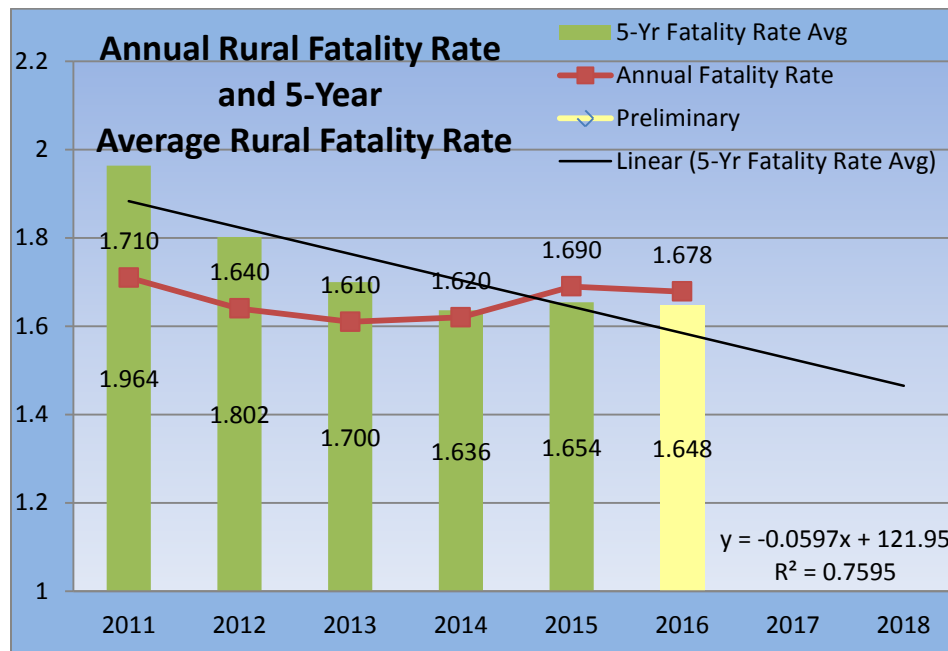To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 351.6 (2011-2015 moving average) to 355.5 (2014-2018 moving average) by December 31, 2018.

Annual Unrestrained Vehicle Occupant Fatalities and 5-Yr Unrestrained Vehicle Occupant Average Fatalities

$y = -15.12x + 30824$
$R^2 = 0.8586$

- 5-Yr Fatality Avg
- Annual Fatalities
- Preliminary
- Linear (5-Yr Fatality Avg)

Year	Annual Fatalities	5-Yr Fatality Avg
2011	371	423.4
2012	394	410.0
2013	325	378.0
2014	312	357.0
2015	356	351.6
2016	397	356.8

The trend line is based upon the five-year moving average projected to 2018. An assumed 7% annual reduction in Missouri's unrestrained fatalities would result in a five-year average target of 355.5 fatalities in 2018.
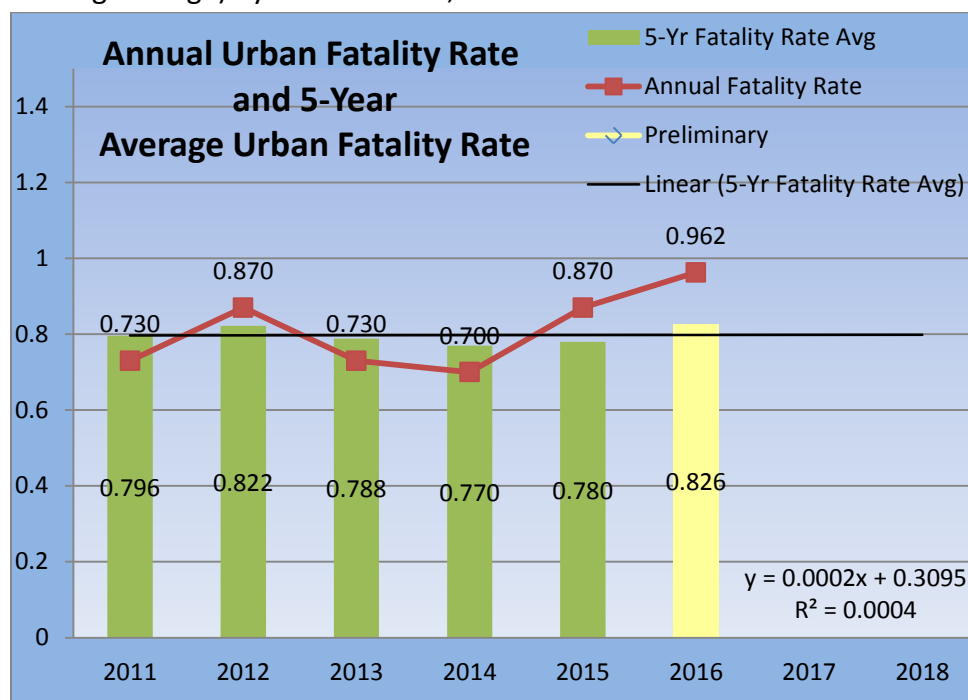
C-5) Alcohol-Impaired Driving Fatalities (FARS)

To decrease alcohol-impaired driving fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 242.8 (2011-2015 moving average) to 180.8 (2014-2018 moving average) by December 31, 2018.
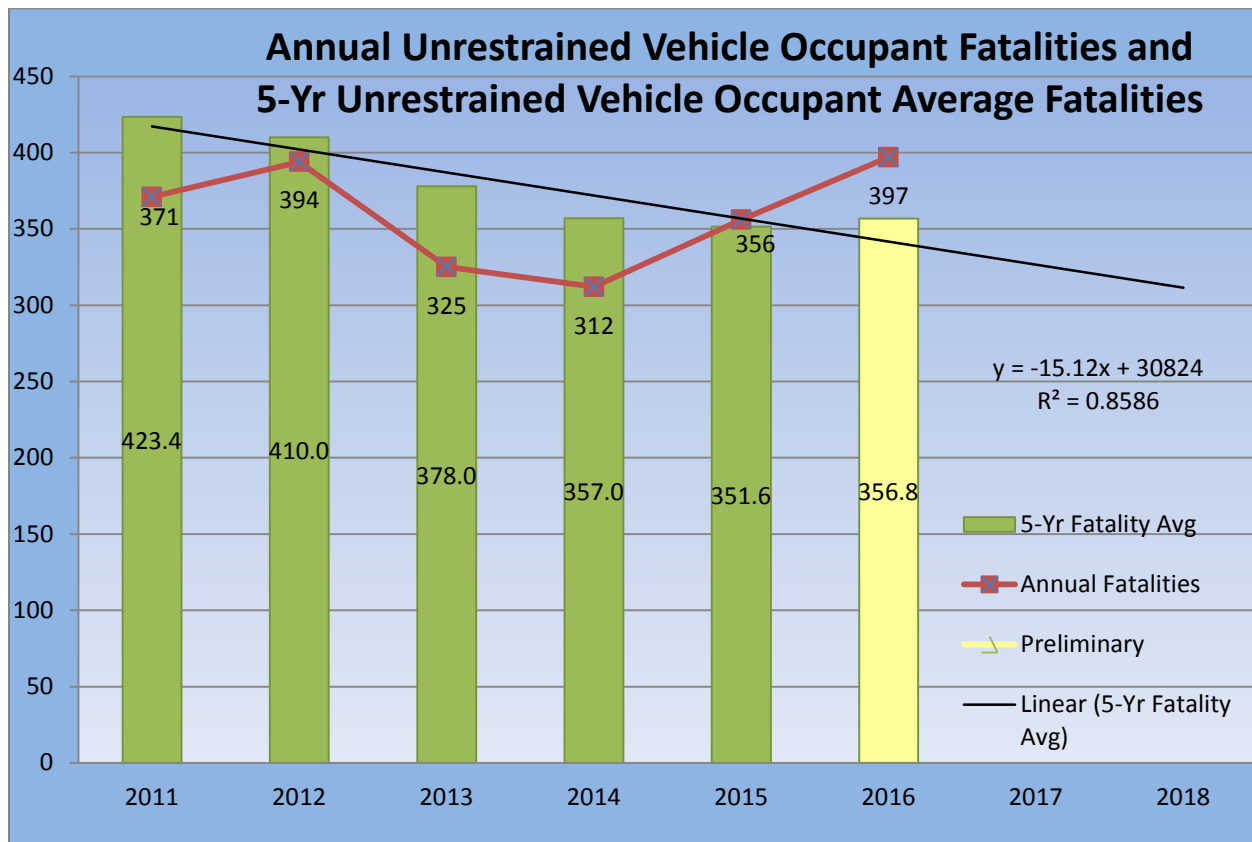
Annual Alcohol-Impaired Driver Involved Fatalities and 5-Yr Alcohol-Impaired Driver Involved Average Fatalities

$y = -13.64x + 27724$
$R^2 = 0.9891$

Year	5-Yr Fatality Avg	Annual Fatalities
2011	292.8	258
2012	282.8	283
2013	268.8	244
2014	249.4	205
2015	242.8	224
2016	225.2 (Preliminary)	170

Legend:
- 5-Yr Fatality Avg
- Annual Fatalities
- Preliminary
- Linear (5-Yr Fatality Avg)
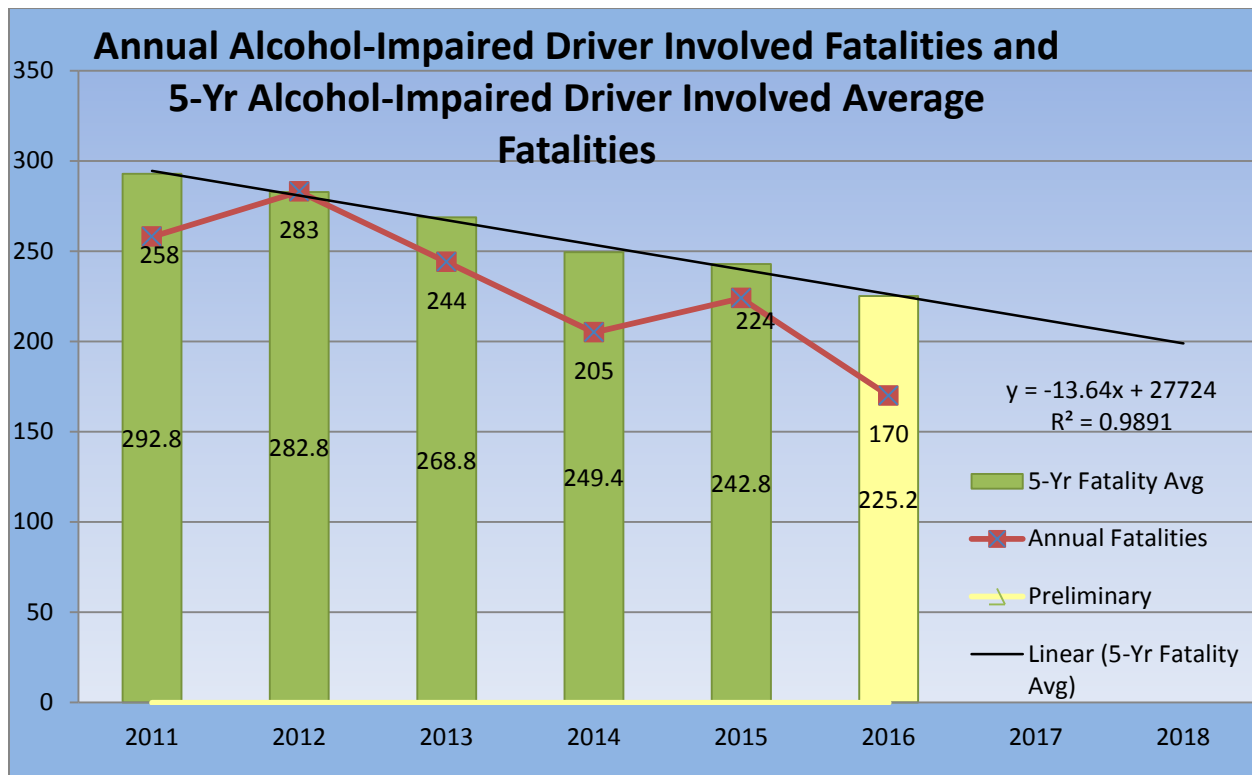
The trend line is based upon the five-year moving average projected to 2018. An assumed 7% annual reduction in Missouri's alcohol-impaired driving fatalities would result in a five-year average target of 180.8 fatalities in 2018.
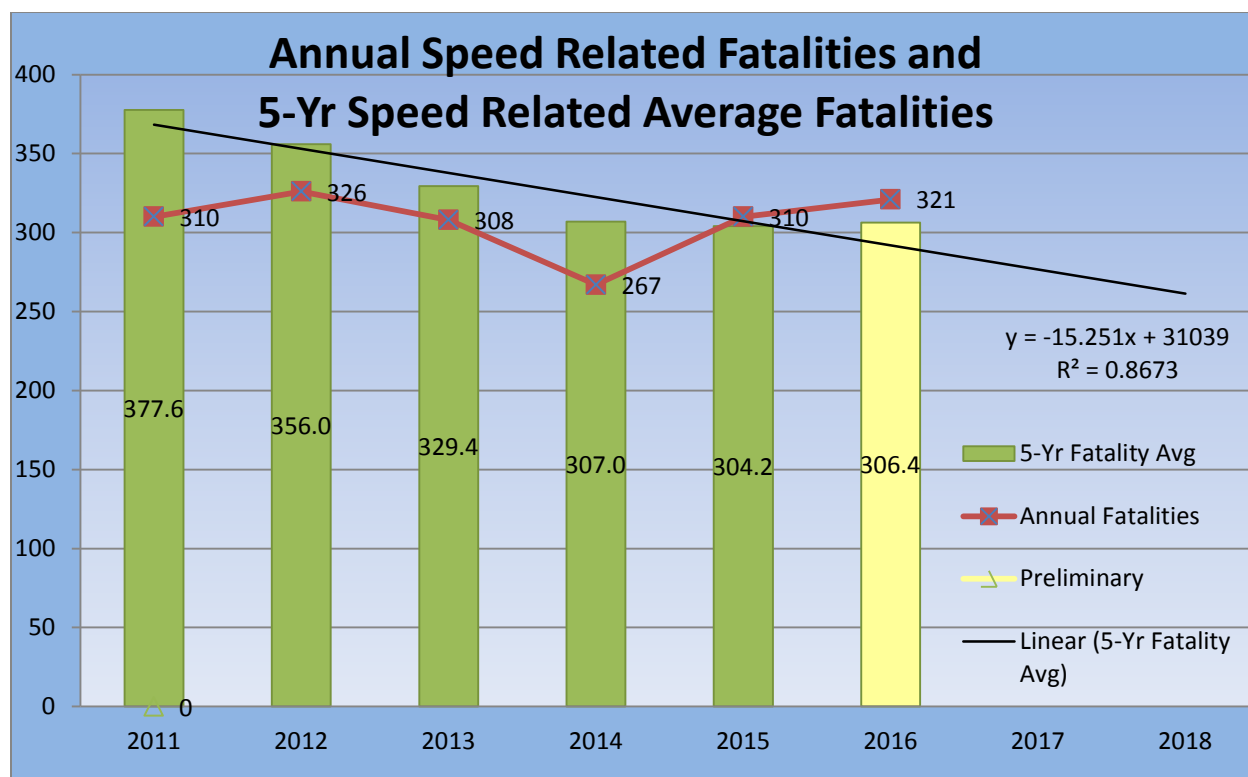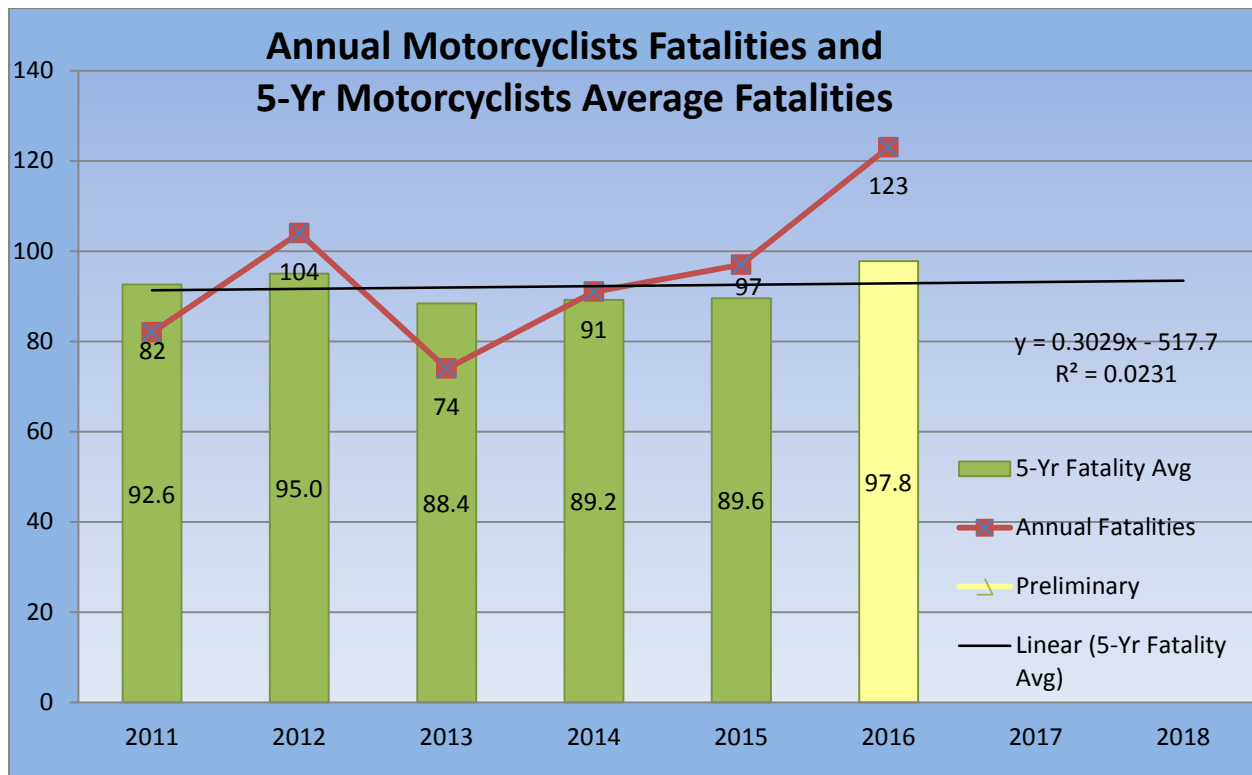
C-6) Speeding Related Fatalities (FARS)

To decrease speeding related fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 304.2 (2011-2015 moving average) to 294.8 (2014-2018 moving average) by December 31, 2018.

Annual Speed Related Fatalities and 5-Yr Speed Related Average Fatalities

$y = -15.251x + 31039$
$R^2 = 0.8673$

Legend:
- 5-Yr Fatality Avg
- Annual Fatalities
- Preliminary
- Linear (5-Yr Fatality Avg)

Data labels: 377.6 (2011), 356.0 (2012), 329.4 (2013), 307.0 (2014), 304.2 (2015), 306.4 (2016); Annual Fatalities: 310 (2011), 326 (2012), 308 (2013), 267 (2014), 310 (2015), 321 (2016), 0

The trend line is based upon the five-year moving average projected to 2018. An assumed 7% annual reduction in Missouri's speed related fatalities would result in a five-year average target of 294.8 fatalities in 2018.
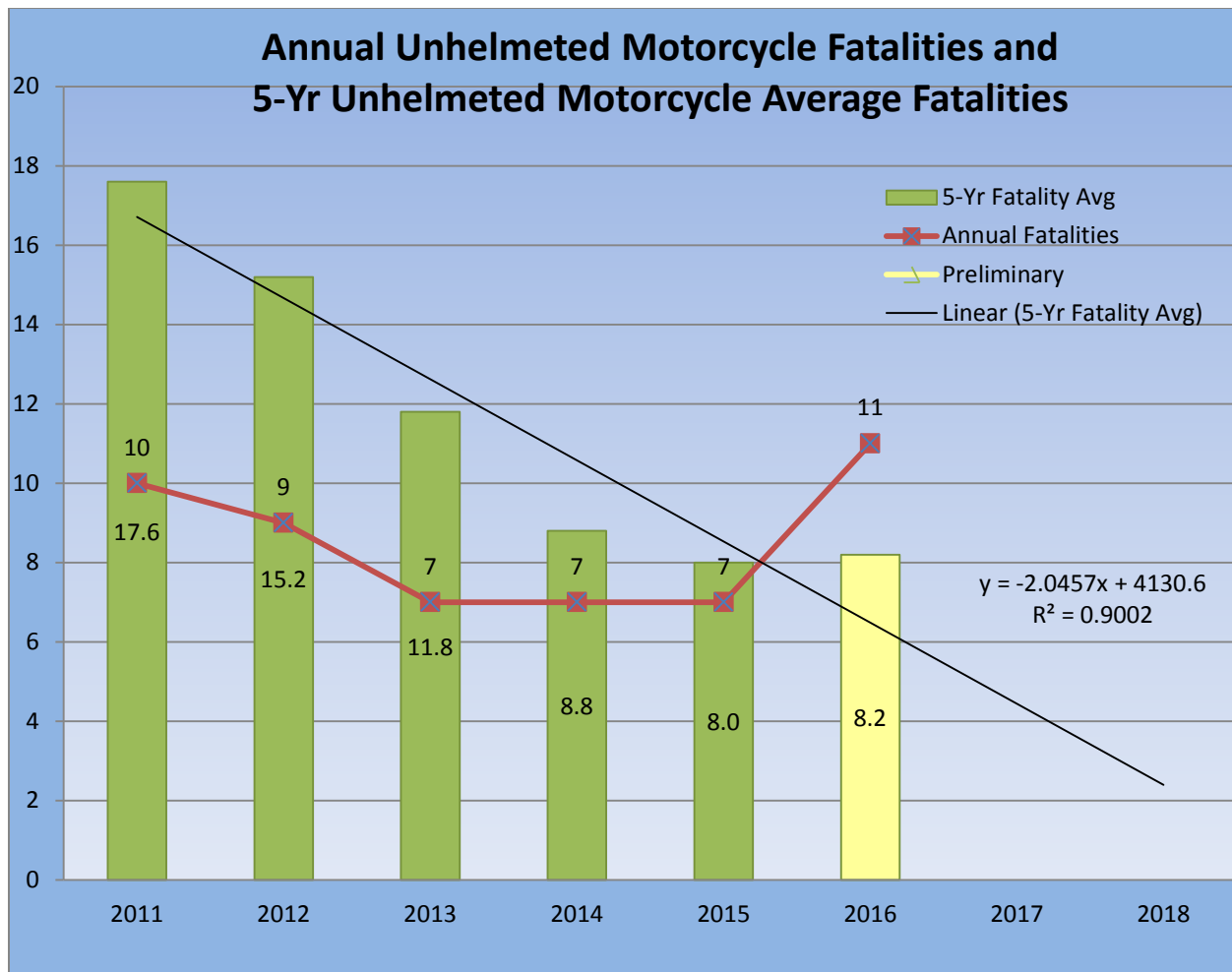
C-7) Motorcyclist Fatalities (FARS)

To decrease motorcyclist fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 89.6 (2011-2015 moving average) to 106.4 (2014-2018 moving average) by December 31, 2018.

Annual Motorcyclists Fatalities and 5-Yr Motorcyclists Average Fatalities

$y = 0.3029x - 517.7$
$R^2 = 0.0231$

Legend:
- 5-Yr Fatality Avg
- Annual Fatalities
- Preliminary
- Linear (5-Yr Fatality Avg)

The trend line is based upon the five-year moving average projected to 2018. An assumed 7% annual reduction in Missouri's motorcycle fatalities would result in a five-year average target of 106.4 fatalities in 2018.

C-8) Unhelmeted Motorcyclist Fatalities (FARS)

To decrease unhelmeted motorcyclist fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 8.0 (2011-2015 moving average) to 8.9 (2014-2018 moving average) by December 31, 2018.

Annual Unhelmeted Motorcycle Fatalities and 5-Yr Unhelmeted Motorcycle Average Fatalities

$$y = -2.0457x + 4130.6$$
$$R^2 = 0.9002$$

The trend line is based upon the five-year moving average projected to 2018. An assumed 7% annual reduction in Missouri's unhelmeted motorcycle fatalities would result in a five-year average target of 8.9 fatalities in 2018.

C-9) Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

To decrease drivers age 20 or younger involved in fatal crashes by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 118.4 (2011-2015 moving average) to 112.7 (2014-2018 moving average) by December 31, 2018.

The trend line is based upon the five-year moving average projected to 2018. An assumed 7% annual reduction in Missouri's young driver fatalities would result in a five-year average target of 112.7 fatalities in 2018.

C-10) Pedestrian Fatalities (FARS)
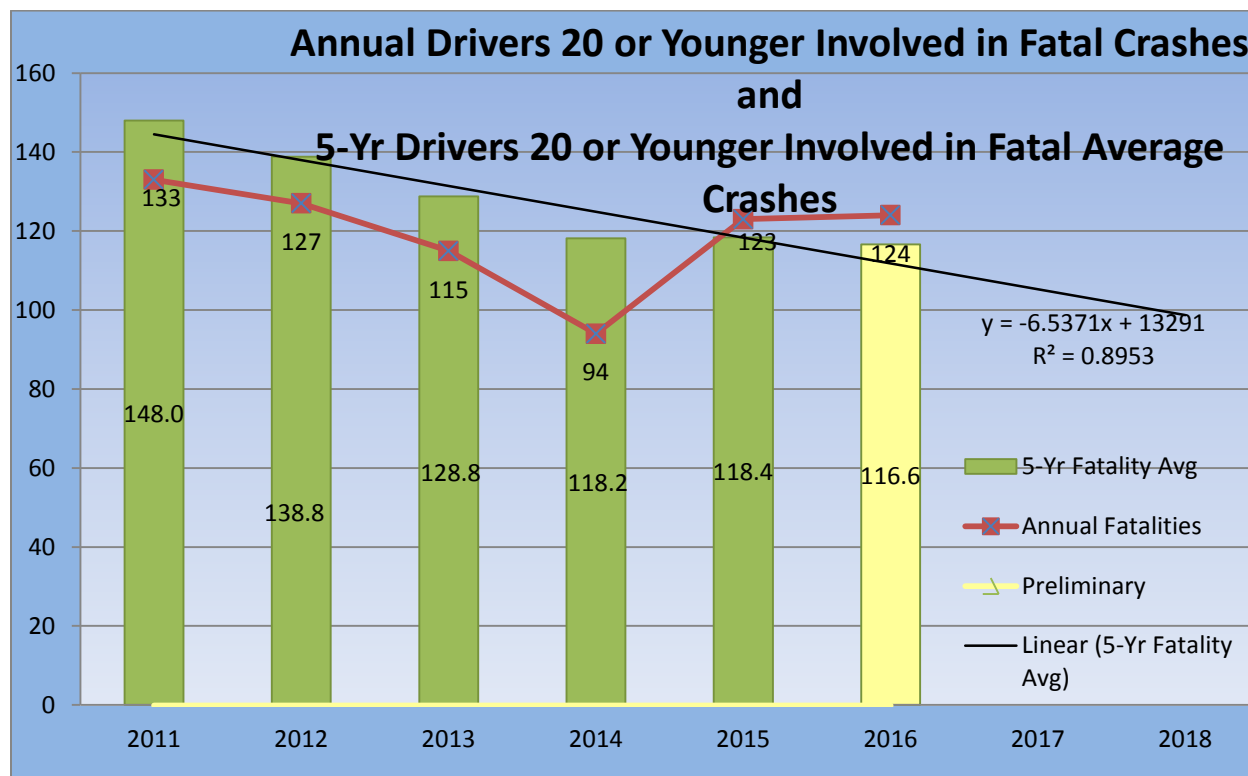
To decrease pedestrian fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 80.2 (2011-2015 moving average) to 89.1 (2014-2018 moving average) by December 31, 2018.

Pedestrian Fatalities and 5-Yr Pedestrian Average Fatalities

$$y = 3.3714x - 6714.4$$
$$R^2 = 0.8207$$

Year	5-Yr Fatality Avg	Annual Ped Fatalities
2011	68.0	75
2012	69.0	84
2013	71.0	73
2014	70.4	65
2015	80.2	104
2016	85.0 (Preliminary)	99

Legend: 5-Yr Fatality Avg; Annual Ped Fatalities; Preliminary; Linear (5-Yr Fatality Avg)
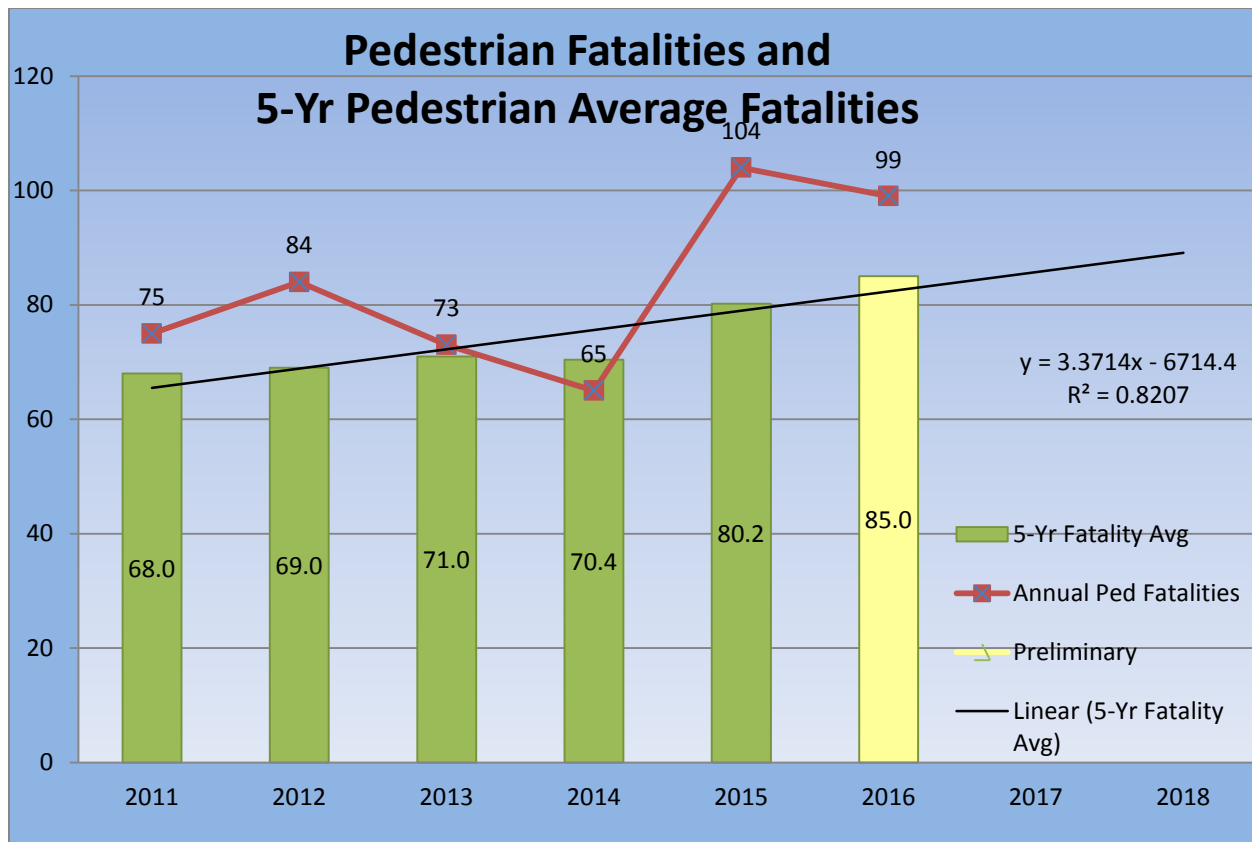
The trend line is based upon the five-year moving average projected to 2018. An assumed 7% annual reduction in Missouri's pedestrian fatalities would result in a five-year average target of 89.1 fatalities in 2018.
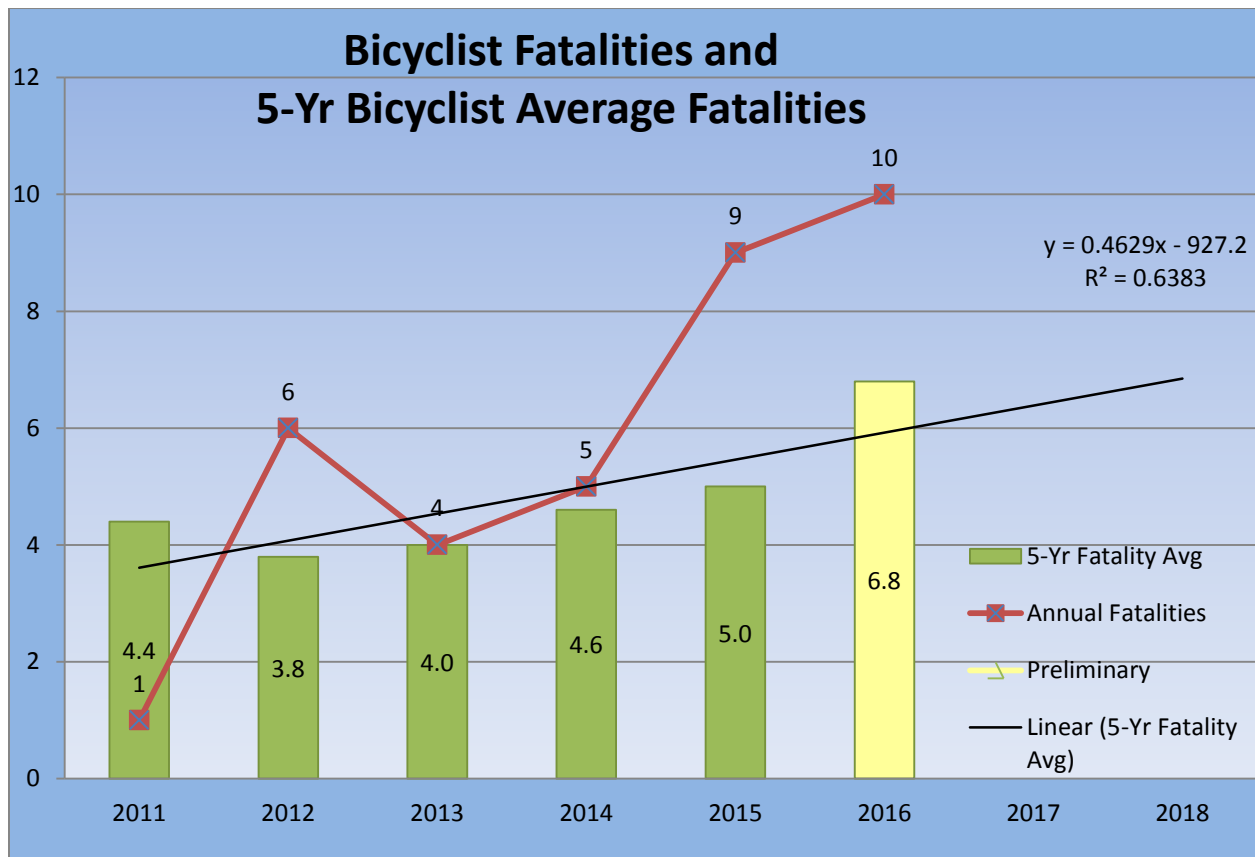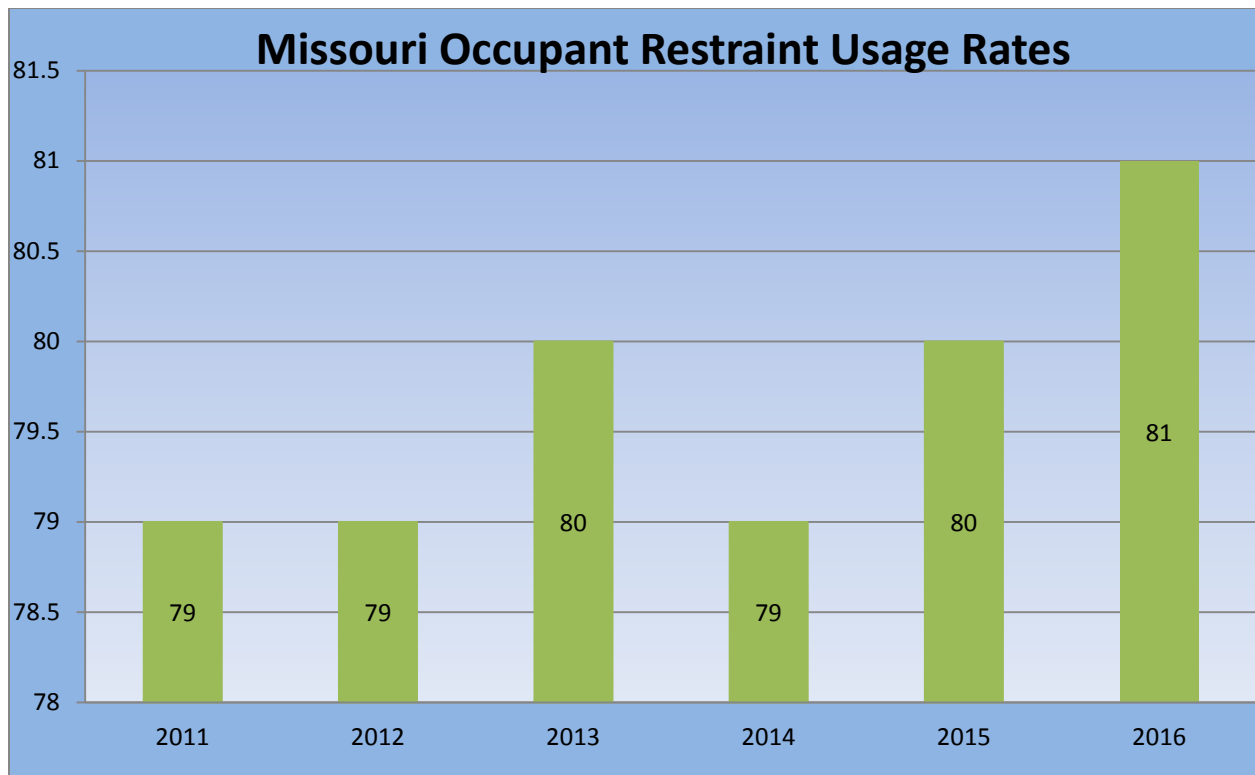
C-11) Bicyclist Fatalities (FARS)

To decrease bicyclist fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 5.0 (2011-2015 moving average) to 8.4 (2014-2018 moving average) by December 31, 2018.

Bicyclist Fatalities and 5-Yr Bicyclist Average Fatalities

$y = 0.4629x - 927.2$
$R^2 = 0.6383$

Year	5-Yr Fatality Avg	Annual Fatalities
2011	4.4	1
2012	3.8	6
2013	4.0	4
2014	4.6	5
2015	5.0	9
2016	6.8	10

Legend:
- 5-Yr Fatality Avg
- Annual Fatalities
- Preliminary
- Linear (5-Yr Fatality Avg)

The trend line is based upon the five-year moving average projected to 2018. An assumed 7% annual reduction in Missouri's bicyclist fatalities would result in a five-year average target of 8.4 fatalities in 2018.

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B-1) Observed Belt Usage (Observed Seat Belt Use Survey)

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1 percentage point annually from the 2016 calendar base year rate of 81% to 83% by December 31, 2018.

Missouri Occupant Restraint Usage Rates

Year	Rate
2011	79
2012	79
2013	80
2014	79
2015	80
2016	81

Project Selection

Best Practices Countermeasures
The highway safety office makes every attempt to ensure that effective countermeasure efforts are incorporated into the strategies of the Plan by employing the following methods:

1. Utilizing proven countermeasures identified within the latest update of *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, US DOT, NHTSA;

2. Utilizing countermeasures identified in NCHRP report 622 publication (Effectiveness of Highway Safety Countermeasures)

3. Evaluating traffic crash data to determine crash types, target populations and geographic locations in order to most effectively implement countermeasure efforts;

4. Participating in national law enforcement mobilizations that combine blanketed enforcement and saturated media during established timeframes and in targeted traffic corridors;

5. Participating in state, regional, and national training opportunities in order to gain insight into proven programs that can be replicated in Missouri; and

6. Reviewing highway safety research studies from Transportation Research Board, NHTSA, FHWA, FMCSA, Insurance Institute for Highway Safety, AAA Foundation, etc. to guide the inclusion of various strategies in the Plan.

Planning, Programming and Implementation
The state's highway safety program, as explained earlier, is a federal grant program. The federal fiscal year runs from October 1 through September 30.

The table on the following page represents the timeframes within which the office must operate in order to meet our federal requirements. The timeframes also provide a quick overview of when grant applications, program reports, and annual reports are due. This information provides our grantees and the general public a clearer picture of our internal process.

Some dates are firm—those established by the federal government for submitting our HSP, annual report, and supplemental grant applications. Some of the dates established by the Highway Safety Office are more fluid; they may be revised in order to allow the agency to function more efficiently.

Planning, Programming and Implementation Timeframes
Highway Safety Plan and Annual Report

ACTIVITY	OCT 2017	NOV	DEC	JAN 2018	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
Data collection & analysis, problem identification, internal planning and input solicitation for new fiscal year				1								
Mail out requests for project proposals for new fiscal year			1									
Contract and equipment monitoring by HS staff					O N G O I N G							
Grantee reimbursement vouchers				VOUCHERS ARE PROCESSED MULTIPLE TIMES PER MONTH								
Conduct regional grant application training sessions				8-12								
Grant applications due to HS						1						
Grant applications review & budget meetings							2-13					
Contracts written and reviewed internally									10			
HSP & Performance Plan/405 grants due to NHTSA									30			
Mail grantee award and denial letters										15-31		
Regional contract award workshops w/grantees											27-31	
Verify that soft match letters are on file												1
Program income submissions from grantees	31						30					
Federal fiscal year ends (contract ending date)												30
All funds must be obligated for new fiscal year												30
Federal fiscal year begins (contract start date)	1											
Mail letters requesting year-end reports												30
Yearend reports due from grantees		15										
Compile & print annual report			15									
Annual report & final cost summary due			31									
Audit closeout (within 90 days of fiscal year end)			31									
Require submission of program income documentation	31						30					

Grant Application Process

The Highway Safety Office hosts grant application workshops each year for potential applicants. These workshops are held in five strategic regional locations (Cape Girardeau, Chesterfield, Jefferson City, Springfield, and Lee's Summit) so it is more convenient for potential applicants to attend. They are usually scheduled during January.

Workshop participants are provided a packet explaining the highway safety grant program, the types of projects eligible for award, and an overview of statewide statistical traffic crash data. Potential applicants are given instruction on how to retrieve traffic crash data for analysis through the Missouri State Highway Patrol's web site.

The purpose of the highway safety program and the statewide goal are discussed to help the potential applicants understand how their efforts are imperative in order to impact the fatality reduction goal. Program areas are identified and the Highway Safety Grant Management System (GMS) and on-line reporting systems are reviewed. These seminars are used as an opportunity to share any new contract conditions, application process changes, or legislative changes that may impact the grant programs. The grant application deadline for the 2018 fiscal year was March 1, 2017.

Internal Grants Management System

In late 2001, the Highway Safety Office began work with the Regional Justice Information Service (REJIS) to develop the first-of-its-kind on-line grants management system. The system allows applicants to electronically submit applications. This information feeds into a system that builds databases for managing the highway safety grants (budgets, grantee lists, inventory, vouchering, reporting data, disbursement reports, etc.). The system went live for the 2003 grant application cycle. Since that time, the Highway Safety Office has continued to work with REJIS to refine the system in order to make it more user friendly for the applicants and subrecipients, in addition to being more functional and robust for the Highway Safety Office. An extensive rewrite took place to coincide with the 2010 grant cycle. The system was refined so that the processes of application submission, contract development, enforcement reporting, and vouchering are now entirely web-based. The areas of Motor Carrier Safety Assistance Program and Regional Blueprint have also been added to the system. Additional reporting components continue to be developed. The Highway Safety Office will continue to maintain and improve the GMS and is currently working toward an entirely paperless grant process.

Grant Selection Process

The Highway Safety program staff reviews the applications relative to their specific areas of expertise. During this preliminary review, they assess the applications to determine their relevancy toward meeting the highway safety goals. Applicants are contacted if clarification is needed. In essence, a case is prepared to present to management and the remaining program staff members to support whether the application should be funded in full, in part, or denied.

Fatal and serious injury crash rankings are performed for all cities, counties, and the unincorporated areas in the state. These rankings are conducted for the problem areas of alcohol, speed, young drinking drivers, distracted, unbelted, under 21 years of age and older drivers. These rankings are also used in determining the overall severity of the problem for each respective location. Fatal and serious injury county, city, and unincorporated county rank orders are located in the *Crashes by City, County & Unincorporated County* section of this report. Ranking by problem area can be found on the Missouri State Highway Patrol's on-line State Traffic Accident Records System located at https://www.mshp.dps.missouri.gov/MSHPWeb/SAC/stars_index.html.

Law enforcement applications are assessed to determine their rankings by the type of project they are choosing to conduct. While the highest-ranking locals are given priority because of the potential impact of their project, other considerations are taken into account. For instance, a lower-ranking city may be given a project because the county in which they reside ranks high or they may fall within a dangerous corridor. Some communities are given a project in order to participate in the national mobilizations while others are given consideration because the Highway Safety Office has determined a need exists to garner traffic safety minded agencies within a particular geographic location. An additional consideration may be their participation in multi-jurisdictional law enforcement task forces.

Risk Assessment

An internal team of highway safety program staff review all grant applications which includes conducting a risk assessment. Several days are set aside to review the applications and hear both supporting arguments and issues of concern. The reviewers take many factors into consideration when assessing these applications:

- Does the project fall within the national priority program areas (alcohol and other drug countermeasures; police traffic services; occupant protection; traffic records; emergency medical services; speed; motorcycle, pedestrian, or bicycle safety)?
- Does the project address the key emphasis areas identified within the *Blueprint* and does it have the ability to impact statewide traffic crash fatalities and serious injuries?
- Does the problem identification sufficiently document problem locations, crash statistics, targeted populations, demonstrated need, and the impact this project would have on traffic safety problems in their community?
- Have "best practices" countermeasures been proposed in order to make a positive impact on the identified problem?
- Will this project provide continuity of effort in a particular geographic region (such as multi-jurisdiction enforcement) or in a particular program area (occupant protection)?
- Will the activity serve as a "foundational project" that satisfies criteria for additional federal funding (e.g., safety belt observational survey)?

- Does the project alleviate, eliminate or correct a problem that was identified in a federally conducted assessment of a highway safety priority program area?
- Will the project satisfy or help satisfy federal goals for regional highway safety issues?
- Are innovative countermeasures proposed and, if so, is there an effective evaluation component included?
- Are any local in-kind resources proposed to match the federal grant efforts?
- Does the applicant propose developing partnerships (e.g., working with service organizations, health agencies, and/or insurance companies; conducting multi-jurisdiction enforcement efforts) in order to expand their resources and enhance their outcomes?
- Is the local government or administration supportive of this proposed activity?
- If equipment is requested, will the equipment support a project or enforcement activity; does the agency have the ability to provide a local match for part of the equipment purchase?
- Is there sufficient funding in the budget to support all or part of this application?
- Has the applicants risk of noncompliance with Federal statutes, regulations, and the terms and conditions of the subaward been considered for such factors as:
    - The applicants prior experience with the same or similar sub awards;
    - The results of previous audits including whether or not the applicant receives a Single Audit in accordance with Subpart F-Audit Requirements of this part, and the extent to which the same or similar subaward has been audited as a major program;
    - Whether the applicant has new personnel or new or substantially changed systems; and
    - The extent and results of federal awarding agency monitoring

Information and Data Sources Consulted
The following information and data sources were consulted during the grant application review process:
- Grants Management System (GMS) - provided financial history and past performance information
- STARS & FARS - Provide the crash history, state ranking, crash time frames and crash locations.
- Transportation Management System (TMS) - connects MoDOT crash statistics to STARS.

The applications are discussed at length using a risk assessment checklist to ensure consistency and to determine whether the agency should be funded, the level of funding, which grant funding source should support the project, and whether the activity is a state or local benefit (40 percent of funds must be expended toward local benefit). Each applicant funding amount is determined by reviewing at least two prior years' awarded funding amounts and spending history; the agencies risk for potential fraud, waste and abuse; and the agencies willingness to comply with the contract conditions regarding timely vouchering. A key reference document is

Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices to assure we support research-based strategies. Other considerations for research-based strategies are Transportation Research Board research and reports, other DOT funded research and university-based research.

When equipment is required, the applicant is requested to provide a local match. If the local match is unavailable, those applications are reviewed on a case-by-case basis to determine whether this agency can provide full support.

During the meeting, this information is continually updated into the Highway Safety Office's grant management system so that real-time information is immediately available. By the end of the meeting, there is a complete listing of the approved projects that will best support the mission and work toward reaching the Blueprint's target of 700 or fewer fatalities by 2018.

Subrecipient Compliance Requirements
Any agency receiving a Highway Safety grant must comply with the following statutes or rules. The following are included in the contract signed by the subrecipient:

Nondiscrimination — CFR Chapter 50 prohibits discrimination on the basis of race, color, religion, sex or national origin including DBE and Segregated Facilities.

Hatch Act – Pursuant to United States Code Sections 1501-1508, employees who are paid in whole or in part with federal funds are prohibited from participating in certain partisan political activities including, but not limited to, being candidates for elective office.

Federal Funding Accountability and Transparency Act: Subrecipients must disclose detailed information about their operations including the name and location of the entity, amount of award, transaction type, unique identifier, names and the total compensation of the five most highly compensated officers of the entity if certain parameters are met. The state then compiles this information for all grantees and facilitates the disclosure of this information to the federal government and the public.

Buy America Act – The state will comply with the provisions of the Buy America Act (49 U.S.C. 5323 (j), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for

the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

All items purchased must be compliant with the National Highway Traffic Safety Administration (NHTSA) interpretation of the Buy America Act including, but not limited to:
1. Items valued over $5,000 per unit must be manufactured or assembled in the United States of America , or as allowed by a current Buy America Act waiver issued by the NHTSA;
2. All vehicles must be manufactured or assembled in the United States of America regardless of cost .
www.nhtsa.gov/staticfiles/administration/programs-grants/Buy-America-Act-revised-11202015.pdf

The Drug-Free Workplace Act of 1988 – The state will provide a drug-free workplace according to 41 U.S.C. 8103 by notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace. The State will also establish a drug-free awareness program; notify employees of the requirements of the workplace and conviction of such offense and the actions to be taken.

Certification Regarding Federal Lobbying and Restriction on State Lobbying – Certifies no federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of any federal contract. None of the funds under the programs will be used for any activity specifically designed to urge or influence a state or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any state or local legislative body.

Certification Regarding Debarment and Suspension and Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions – Certifying that the agency and its principals are presently not debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in the transaction by any federal department or agency.

Any law enforcement agency receiving a Highway Safety grant must also comply with the following statutes or rules. The following are included in the contract signed by the grantee :

Peace Officer Standards and Training Certification (P.O.S.T.) — Pursuant to RSMo 590.100-590.180 all peace officers in the State of Missouri are required to be certified by the Department of Public Safety.

Statewide Traffic Analysis Reporting (STARS) – Pursuant to RSMo 43.250, law enforcement agencies must file accident reports with the Missouri State Highway Patrol.

Uniform Crime Reporting — Pursuant to RSMo 43.505, all law enforcement agencies shall submit crime incident reports to the Department of Public Safety on the forms or in the format prescribed by DPS, as shall any other crime incident information that may be required by DPS.

Racial Profiling — Pursuant to RSMo 590.650, each law enforcement agency shall compile the data described in Subsection 2 of Section 590.650 for the calendar year into a report to the Attorney General and submit the report to the AG no later than March first of the following calendar year.

Prohibition on Using Grant Funds to Check for Helmet Usage - The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcycles.

Policy on Seat Belt Use – In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles.

Policy on Banning Text Messaging While Driving – In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or –rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when preforming any work on or behalf of the Government.

Local Ordinances and Policies
Agencies are encouraged to adopt the following local ordinances and policies, if possible:
- *Model Traffic Ordinance*—Chapter 300—Rules governing traffic administration and regulation
- *Child Restraints*—RSMo 307.179—Passenger restraint system required for children birth through age seven years (Primary Offense)
- *Seat Belts*—RSMo 307.178—Seat belts required for passenger cars
- *Open Container*—A model ordinance prohibiting the possession of an open container of alcoholic beverages in a motor vehicle.
- *Law enforcement vehicular pursuit training Title 23, USC, Chapter 4 402a(j)* - A state shall actively encourage all relevant law enforcement agencies in such state to follow the guidelines established for vehicular pursuits issued by the International Association of

Chiefs of Police that are in effect on the date of enactment of this subsection or as revised and in effect after such date as determined by the secretary.

Traffic Safety Enforcement Program

The Highway Safety Office has three law enforcement program managers that cover specific regions of the state and three Law Enforcement Liaisons (LEL) who cover the Kansas City, St. Louis and Springfield areas. Below is a map that outlines the areas of responsibility for each program manager. These managers are responsible for the statewide coordination of state, county, and local law enforcement projects. The evidence-based traffic safety enforcement program is focused on preventing traffic violations, crashes, and crash fatalities and injuries in areas of most risk for such incidents. It involves an array of enforcement activities throughout the fiscal year.

This section includes: Problem Identification, Implementation Plan and Performance Measures pertaining to the Evidence-Based Traffic Safety Enforcement Program.

Regional Coverage Areas:

Northwest & Kansas City
    Scott Wilson
Northeast, Southeast & St. Louis
    Mike Stapp
Central & Southwest
    Mandy Kliethermes

Problem Identification Process

Fatal and serious injury crash rankings are performed for all cities, counties, and the unincorporated areas in the state. These ranking are conducted for the problem areas of alcohol, speed, young drinking drivers, distracted, unbelted, under 21 years of age and older drivers. These rankings are also used in determining the overall severity of the problem for each respective location. Fatal and serious injury by county, city, and unincorporated county rank orders are located in the Crashes by City, County & Unincorporated County section of this report. Ranking by problem area can be found on the Missouri State Highway Patrol's on-line State Traffic Accident System located at https://www.mshp.dps.missouri.gov/MSHPWeb/SAC/stars_index.html

Implementation Plan
Grant Application Selection
Grant application workshops are held for potential applicants in five locations around the state. The purpose of the highway safety program and statewide goal are discussed at each workshop to help grantees understand how their efforts are imperative in order to impact the fatality and serious injury problem on Missouri highways. Law Enforcement (LE) program management staff participates in each workshop and offer assistance to agencies interested in submitting a grant.

Once applicants submit their applications into the Highway Safety Office Grant Management System, law enforcement program management staff reviews each application for their fatality / serious injury rankings. During this review, LE program managers assess the applications to determine their relevancy toward meeting the highway safety goals.

The LE program management team reviews their respective applications where the LE staff share supporting arguments and issues of concern recommending either to fully fund, partially fund or deny the LE applications. The reviewers take the same factors into consideration as where described in the Project Selection section of this document.

Once LE grant award decisions are made that best support the mission and work toward reaching the Blueprint's target of 700 or fewer fatalities by 2020, grant award meetings are held in the fall at five locations around the State.   LE program managers provide a copy of the award, review subrecipient compliance requirements, address any questions and concerns, and network with any new and continuing grantees.

Mobilizations
The Law Enforcement Traffic Safety Advisory Council identifies quarterly impaired driving and occupant protection mobilization dates for each fiscal year. The LE program management staff aggressively seek participation in these mobilizations, as well as, the NHTSA required Drive Sober or Get Pulled Over and the Click It or Ticket mobilizations. Agencies are also encouraged to participate in the Distracted Driving Month enforcement activities.

DWI/Traffic Units are a key enforcement technique used to team with a city or county law enforcement agency to financially support DWI/Traffic Units. The HSO currently funds 10 units (some agencies fund their own units). The mission of these units is to focus on impaired drivers/high risk drivers and to aggressively enforce DWI and hazardous moving violations. Below is a list of the full-time DWI/Traffic Units:

- Joplin Police Department
- Greene County Sheriff's Office
- Boone County Sheriff's Office
- Columbia Police Department
- Jackson County Sheriff's Office
- Jefferson County Sheriff's Office
- Franklin County Sheriff's Office
- St. Louis County Police Department
- Creve Coeur Police Department
- Platte County Sheriff's Office

Law Enforcement Task Forces/Councils have also been formed in many multiple city/county LE agencies and meet on a regular basis to plan and coordinate key enforcement activities. Several agencies have a shortage of personnel to conduct sobriety checkpoints and other enforcement initiatives. The task force concept provides the opportunity to pool resources to conduct more manpower intensive activities such as sobriety checkpoints or corridor projects. It also provides a forum for the LE officers to network and share traffic issues or concerns. Below is a list of the multi-jurisdictional task forces operating in Missouri:

- Southwest DWI Task Force (11 Agencies)
- Northwest DWI Task Force (7 Agencies)
- Jackson County Traffic Safety Task Force (9 Agencies)
- Cass County STEP DWI Task Force (4 Agencies)
- Clay/Platte County DWI Task Force (14 Agencies)
- St. Louis Regional Traffic Safety Council (50 Agencies)
- St. Charles County DWI Task Force (7 Agencies)
- Central Ozarks Regional DWI Task Force (19 Agencies)
- Southeast Missouri DWI Task Force (13 Agencies)
- Law Enforcement Traffic Safety Advisory Council

Sobriety Checkpoints
In 2009 an effort was made to increase the number of sobriety checkpoints held each year. Since that time approximately 500 checkpoints are held each year.
In 2017, the Missouri legislature drafted and approved a bill which only allows the HSO to fund one dollar toward sobriety checkpoints. It is the hope of the HSO that this legislation will be reversed in the 2018 legislative session. However, until that time, law enforcement agencies are encouraged to continue conducting sobriety checkpoints with internal funding.

Communication Component

There is a communication plan developed with each mobilization. These plans vary depending on the available funding and involve press releases, paid media, social media, and earned media. Sample pre- and post- press releases are sent to LE departments choosing to participate in various law enforcement initiatives/mobilizations. In the case of sobriety checkpoints, these releases are required and help make the general deterrent strategy more effective.

Continuous Follow-Up and Adjustment

Program management staff reviews the results of various law enforcement initiatives/ mobilizations. State, local and county LE agencies are encouraged to review their results and area crash data on a regular basis. Based upon these reviews, adjustments are made to operational plans to improve the activity's effectiveness.

Performance Measures

To monitor law enforcement participation in the NHTSA and LETSAC mobilizations, the Traffic and Highway Safety Division has three performance measures in their division tracker. These measures identify the number of participating agencies, number of hours worked, number of sobriety checkpoints, and the type and number of citation and warning tickets.

There are a number of measures listed throughout the HSP designed to track the progress of our law enforcement activities. The most important outcome involves a reduction in the number of fatalities and serious injuries occurring by crash type. The following is a list of other measures.

- Number of speeding citations issued during grant-funded enforcement activities and mobilizations
- Number of impaired driving arrests made during grant-funded enforcement activities and mobilizations.
- Number of safety belt citations issued during grant-funded enforcement activities and mobilizations

Performance Plan Project Areas

In the following section, each program area contains specific counter measure strategies used to complete the program and achieve specific performance targets. Each program area contains a description of the problem identification, prior year performance, allocation of funding, other sources used to achieve the goals, core performance measures, other performance goals and each project selected for the program area showing the proven countermeasure strategies. The information provided is accurate as of June 1, 2017.

Planning and Administration

Associated costs for federally funded P&A include staff travel, travel, contract award meetings, office supplies, excluding those that are not allowable under federal rule and administrative payroll. Federal participation does not exceed 50% of the total cost of P&A. Federal P&A does not exceed 13% of the total 402 funds reimbursed.

Costs:
18-PA-02-082 $115,000.00

Public Information and Education

Problem Identification

From 2005-2015, due to the combined efforts of highway safety advocates in the MCRS, 3,818 lives have been saved on MO roadways, a decrease of 30.8 percent.

The coalition credits a combination of law enforcement, educational efforts, emergency medical services, engineering enhancements and public policy as the successful formula for saving lives. However, the historic four "E's" of safety must be expanded to include Evaluation and Everyone. Measuring success by Evaluation of performance measures holds each of us accountable for its success. In turn, addressing the need to change traffic safety culture challenges each person to make personal responsibility for their behavior as a roadway user and includes *EVERYONE*.

While our roads are safer than they have been in many years, there are still too many crashes and senseless deaths happening every year. We are committed to further reducing the number of traffic crashes in Missouri, so we must work even harder to reach those remaining people who haven't gotten the message that:

- Seat belts save lives;
- Drinking and driving are a deadly mix;
- Distracted drivers are dangerous drivers; and
- Parents and caregivers must secure children in size-and age-appropriate car seats that are properly installed.

This is accomplished by developing highly visible, catchy campaigns that are coupled with strong enforcement efforts. We rely on our traffic safety partners to be active participants in these campaigns. Some of the most effective campaigns have been the national law enforcement mobilization efforts such as "Click It or Ticket" and "Drive Sober or Get Pulled Over." People heard about the mobilizations in the media, and drivers were aware that the risk of apprehension was high. These campaigns have proven their ability to not only heighten awareness, but also to ultimately make positive behavioral changes.

In order to continue to raise awareness and change driving attitudes and behaviors, the safe driving messages need to be perpetuated through traditional media vehicles (TV, radio, print, outdoor, digital) as well as through social media throughout the year. Social media has become a key part of the highway safety campaigns, increasing awareness and conversation about safe driving, complementing PSA distributions and helping to spread campaign messages virally. Social media efforts will continue through mainstream platforms such as Facebook and Twitter, Instagram and Vine. Dynamic Message Boards (DMS) statewide help promote campaign awareness by alerting the traveling public to enforcement efforts.

Prior Year Performance

In 2016, 195,748 pieces of traffic safety materials distributed through on-line ordering system. The total cost and number of impressions during the highway safety campaigns are below:
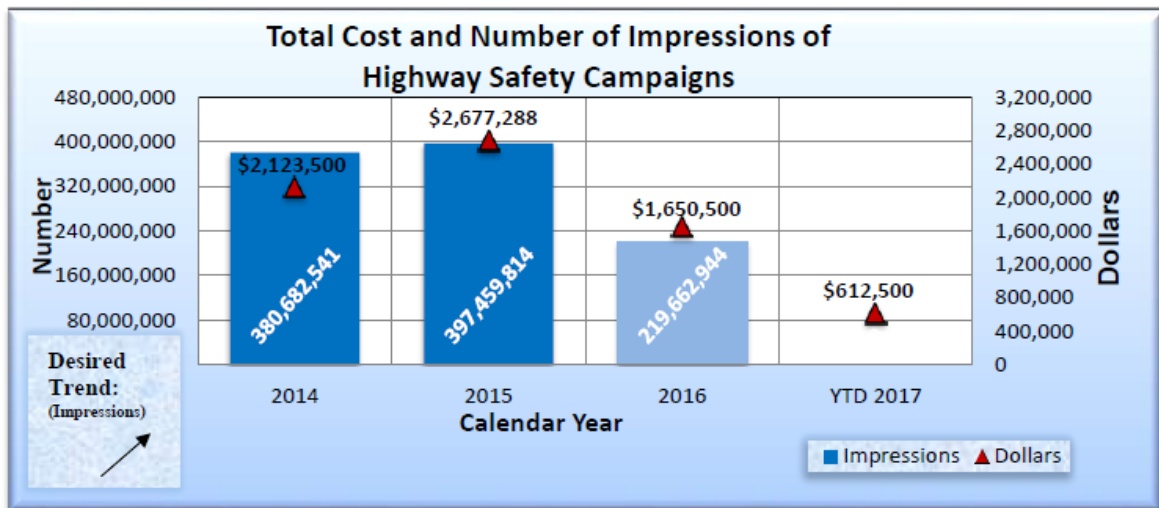
Public Information & Education Funding Summary	
Education	$455,000.00
Enforcement	$
EMS	$
Engineering	$
Data	$
TOTAL	$455,000.00

Other Funding Sources, Documents and Data to Achieve Goals

The Public Information Subcommittee of the Missouri Coalition for Roadway Safety (MCRS) has been instrumental in increasing public education and information on traffic safety issues. The subcommittee develops an annual statewide media plan; has identified ARRIVE ALIVE as the overarching message for the coalition's public information activities; and manages the saveMOlives.com website to grab people's attention and convey safety information in the best way possible. The site features eye-catching graphics, intriguing videos, news and information, driving tips and advice on how to Arrive Alive at your destination.

Other Performance Measure Goals

1. Promote Missouri's traffic safety issues to improve understanding and increase compliance with state traffic laws, thereby reducing fatalities and serious injuries.

Education Countermeasures

Project Name	**Alliance Sports Marketing**		
Project #	18-154-AL-127		
Sub-Recipient	Highway Safety Office		
Project Amount	$80,000.00		
Project Description			
The funding will allow the HSO to contract with Alliance Sports Marketing to coordinate sponsorship elements with 20 sports venues throughout Missouri. This campaign brings the impaired driving message to dirt track venues and minor league sporting events where recreational activity and drinking occur.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Communications & Outreach	Strategies for low-belt-use groups		★ ★ ★ ★
Funding Source	154 AL	Funding Amount	$80,000.00
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?		Yes	No X

Project Name	**Work Zone Awareness Paid Media Campaign**		
Project #	18-PM-02-002		
Sub-Recipient	Highway Safety Office		
Project Amount	$50,000.00		
Project Description			
Funding will provide paid media to supplement the statewide Work Zone Awareness campaign. Media includes radio, digital, online, print and social media.			
Funding Source	402	Funding Amount	$50,000.00
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?		Yes X	No

Project Name	**PI Creative Services**		
Project #	18-PM-02-004		
Sub-Recipient	Highway Safety Office		
Project Amount	$75,000.00		
Project Description			
This funding will be used for professional marketing services to generate effective and compelling messages to reach Missourians regarding safe driving. Creative work produced			

could include TV and radio scripts, and/or production, posters, billboards, online banners, etc. It could also include any technical services such as dubbing fees for creative products. We are now also incorporating Spanish and ASL into all of our messages. These versions require additional funding.

Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)				
Prevention, Intervention, Communications and Outreach	Mass Media Campaigns		★ ★ ★	
Funding Source	402	Funding Amount	$75,000.00	
Match Amount	TBD	Indirect Cost	$0	
Local Benefit	$0	MOE	TBD	
Is this Project a part of the TSEP?			Yes X	No

Project Name	**Bike/Pedestrian and Distracted Driving PI&E**
Project #	18-PM-02-003
Sub-Recipient	Highway Safety Office
Project Amount	$250,000.00

Project Description				
This funding will be used for professional marketing services to generate effective and compelling messages to reach Missourians regarding safe driving. Creative work produced could include TV and radio scripts, and/or production, posters, billboards, online banners, etc. It could also include any technical services such as dubbing fees for creative products. We are now also incorporating Spanish and ASL into all of our messages. These versions require additional funding.				
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)				
Prevention, Intervention, Communications and Outreach	Mass Media Campaigns		★ ★ ★	
Funding Source	402	Funding Amount	$250,000.00	
Match Amount	TBD	Indirect Cost	$0	
Local Benefit	$0	MOE	TBD	
Is this Project a part of the TSEP?			Yes	No X

Aggressive Drivers

Problem Identification

Aggressive driving can be any one of us, when we make the choice to drive over the speed limit; change lanes several times in a short distance and/or follow too closely. Aggressive driving is a costly decision, often made in an instant, but can have lifelong consequences. According to the National Highway Traffic Safety Administration, aggressive driving is when an individual commits a combination of moving traffic offenses so as to endanger other persons or property. During the last five years, the combination of aggressive driving behaviors contributed to 53 percent of fatalities and 46 percent of serious injuries in Missouri. Speed-related conditions, including exceeding the speed limit and too fast for conditions, accounted for the most fatalities of all aggressive driving behaviors. Nearly 40 percent of all Missouri fatalities over the last five years were speed-related.

Prior Year Performance

Projects funded by the Highway Safety Office in the aggressive driving program area include hazardous moving violation enforcement and education of the dangers of speed and aggressive driving actions (described in the Young Driver section). There were 437 aggressive driving related fatalities in 2015, thereby not meeting the goal of 270 by 2016. (Aggressive driving stats will appear larger than previously reported due to the addition of Improper Passing and Improper Lane Usage/Change to our existing contributing circumstances. This change was made in order to match the Highway Patrol's definition of Aggressive Driving.) Speed related fatalities totaled 310 in 2015, thereby not meeting the goal of 258 by 2016. The Highway Safety Office will continue to work with law enforcement agencies to encourage increased high visibility enforcement in order to deter aggressive driving and driving at high rates of speed.

Aggressive Driving Funding Summary	
Education	$
Enforcement	$2,307,173.76
EMS	$
Engineering	$
Data	$
TOTAL	$2,307,173.76

Other Funding Sources, Documents and Data to Achieve Goals

The Missouri Coalition for Roadway Safety will continue to be instrumental in helping to reduce the number of fatalities and serious injuries by providing funding support for aggressive driving projects.

Core Performance Measure Goals

1. To decrease speeding related fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 304.2 (2011-2015 moving average) to 294.8 (2014-2018 moving average) by December 31, 2018.

2. To increase the number of speeding citations issued during grant funded enforcement activities by .25 percent annually from the 2011-2015 calendar base year average of 72,901 to 73,083 by December 31, 2018.

Other Performance Measure Goals

3. To decrease aggressive driving-related fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 428.2 (2011-2015 moving average) to 430.9 (2014-2018 moving average) by December 31, 2018.

Enforcement Countermeasures

Project Name	**Hazardous Moving Violation Enforcement**	
Department	*Project Number*	*Project Amount*
Arnold Police Dept.	18-PT-02-001	$ 13,000.00
Ballwin Police Dept.	18-PT-02-002	$ 7,000.00
Belton Police Dept.	18-PT-02-004	$ 4,975.00
Blue Springs Police Dept.	18-PT-02-046	$ 9,500.00
Bolivar Police Dept.	18-PT-02-008	$ 9,500.00
Boone County Sheriff's Dept.	18-PT-02-011	$ 22,785.60
Branson Police Dept.	18-PT-02-012	$ 3,000.00
Buchanan County Sheriff's Dept.	18-PT-02-068	$ 10,000.00
Butler County Sheriff's Office	18-PT-02-003	$ 7,200.00
Callaway County Sheriff's Office	18-PT-02-013	$ 7,000.00
Camden County Sheriff's Office	18-PT-02-015	$ 4,000.00
Cameron Police Dept.	18-PT-02-069	$ 8,500.00
Cape Girardeau Police Dept.	18-PT-02-019	$ 7,000.00
Cass County Sheriff's Office	18-PT-02-070	$ 5,800.00
Chesterfield Police Dept.	18-PT-02-020	$ 9,250.00
Chillicothe Police Dept.	18-PT-02-072	$ 5,000.00
Christian County Sheriff's Office	18-PT-02-017	$ 4,300.00
Clay County Sheriff's Office	18-PT-02-073	$ 4,000.00
Clayton Police Dept.	18-PT-02-021	$ 6,618.21
Cole County Sheriff's Dept.	18-PT-02-025	$ 4,125.00
Creve Coeur Police Dept.	18-PT-02-022	$ 5,750.00
Crystal City Police Dept.	18-PT-02-023	$ 16,000.00
DeSoto Dept. of Public Safety	18-PT-02-024	$ 3,000.00
Eureka Police Dept.	18-PT-02-026	$ 12,000.00
Excelsior Springs Police Dept.	18-PT-02-076	$ 5,400.00

Farmington Police Dept.	18-PT-02-028	$ 6,000.00
Festus Police Dept.	18-PT-02-030	$ 18,250.00
Florissant Police Dept.	18-PT-02-039	$ 16,000.00
Franklin County Sheriff's Office	18-PT-02-033	$ 31,500.00
Gladstone Dept. of Public Safety	18-PT-02-123	$ 3,000.00
Glendale Police Dept.	18-PT-02-041	$ 5,000.00
Grain Valley Police Dept.	18-PT-02-083	$ 1,680.00
Grandview Police Dept.	18-PT-02-084	$ 13,000.00
Greene County Sheriff's Office	18-PT-02-034	$ 58,000.00
Greene County Sheriff's Office	18-PT-02-118	$ 27,317.48
Harrisonville Police Dept.	18-PT-02-027	$ 2,800.00
Hazelwood Police Dept.	18-PT-02-043	$ 33,500.00
Henry County Sheriff's Office	18-PT-02-085	$ 7,000.00
Howell County Sheriff's Dept.	18-PT-02-044	$ 6,000.00
Independence Police Dept.	18-PT-02-086	$ 192,180.00
Jackson County Sheriff's Office	18-PT-02-088	$ 4,500.00
Jackson Police Dept.	18-PT-02-045	$ 3,750.00
Jasper County Sheriff's Office	18-PT-02-047	$ 10,700.00
Jefferson City Police Dept.	18-PT-02-036	$ 22,250.00
Jefferson County Sheriff's Office	18-PT-02-049	$ 171,603.00
Joplin Police Dept.	18-PT-02-038	$ 12,500.00
Kansas City MO Board of Police Commissioners	18-PT-02-032	$ 178,750.00
Kennett Police Dept.	18-PT-02-050	$ 3,500.00
Kirkwood Police Dept.	18-PT-02-051	$ 11,000.00
Lake St. Louis Police Dept.	18-PT-02-052	$ 6,385.00
Lawrence County Sheriff's Dept.	18-PT-02-121	$ 5,000.00
Lee's Summit Police Dept.	18-PT-02-018	$ 27,250.00
Liberty Police Dept.	18-PT-02-016	$ 10,000.00
Lincoln County Sheriff's Office	18-PT-02-053	$ 11,000.00
Macon Police Dept.	18-PT-02-054	$ 4,000.00
Manchester Police Dept.	18-PT-02-055	$ 5,005.00
Marshall Police Dept.	18-PT-02-056	$ 3,250.00
Maryland Heights Police Dept.	18-PT-02-058	$ 10,455.06
MO State Highway Patrol	18-PT-02-100	$ 199,999.80
MO State Highway Patrol	18-PT-02-105	$ 100,000.00
Monroe County Sheriff's Office	18-PT-02-059	$ 2,000.00
Neosho Police Dept.	18-PT-02-061	$ 6,225.00
Nevada Police Dept.	18-PT-02-063	$ 6,000.00
Newton County Sheriff's Office	18-PT-02-067	$ 5,750.00
Nixa Police Dept.	18-PT-02-071	$ 5,000.00
O'Fallon Police Dept.	18-PT-02-060	$ 22,000.00
Olivette Police Dept.	18-PT-02-062	$ 6,611.96

Osage Beach Police Department	18-PT-02-078	$ 4,697.60
Overland Police Dept.	18-PT-02-064	$ 8,175.00
Ozark Police Dept.	18-PT-02-079	$ 3,600.00
Pettis County Sheriff's Office	18-PT-02-057	$ 4,845.00
Pevely Police Dept.	18-PT-02-065	$ 8,750.00
Phelps County Sheriff's Dept.	18-PT-02-089	$ 5,000.00
Platte County Sheriff's Office	18-PT-02-029	$ 29,375.00
Platte County Sheriff's Office	18-PT-02-031	$ 23,200.00
Raymore Police Dept.	18-PT-02-014	$ 6,000.00
Raytown Police Dept.	18-PT-02-010	$ 3,000.00
Republic Police Dept.	18-PT-02-096	$ 3,500.00
Richmond Heights Police Dept.	18-PT-02-066	$ 8,500.00
Riverside Police Department	18-PT-02-009	$ 3,000.00
Rolla Police Dept.	18-PT-02-098	$ 6,000.00
Scott County Sheriff's Office	18-PT-02-074	$ 3,468.00
Sedalia Police Dept.	18-PT-02-007	$ 4,000.00
Shrewsbury Police Dept.	18-PT-02-080	$ 7,500.00
Smithville Police Dept.	18-PT-02-006	$ 4,498.72
Springfield Police Dept.	18-PT-02-099	$ 66,813.00
St. Ann Police Dept.	18-PT-02-081	$ 8,340.00
St. Charles City Police Dept.	18-PT-02-093	$ 16,500.00
St. Charles County Police Department	18-PT-02-094	$ 16,560.00
St. Clair County Sheriff's Office	18-PT-02-101	$ 3,000.00
St. Clair Police Dept.	18-PT-02-095	$ 5,544.96
St. John Police Dept.	18-PT-02-097	$ 9,000.00
St. Joseph Police Dept.	18-PT-02-005	$ 7,995.26
St. Louis County Police Dept.	18-PT-02-108	$ 183,542.75
St. Louis Metro Police Dept.	18-PT-02-109	$ 164,700.00
St. Peters Police Dept.	18-PT-02-110	$ 27,207.36
St. Robert Police Dept.	18-PT-02-119	$ 3,500.00
Stone County Sheriff's Office	18-PT-02-120	$ 6,000.00
Town & Country Police Dept.	18-PT-02-111	$ 5,000.00
Traffic and Highway Safety Division	18-PT-02-102	$ 100,000.00
Troy Police Dept.	18-PT-02-112	$ 7,000.00
Union Police Dept.	18-PT-02-113	$ 11,525.00
Washington Police Dept.	18-PT-02-103	$ 9,000.00
Wayne County Sheriff's Office	18-PT-02-114	$ 7,400.00
Waynesville Police Dept.	18-PT-02-104	$ 5,264.00
Webb City Police Dept.	18-PT-02-122	$ 10,750.00
Webster County Sheriff's Office	18-PT-02-106	$ 6,420.00
Webster Groves Police Dept.	18-PT-02-115	$ 6,000.00
Wentzville Police Dept.	18-PT-02-116	$ 9,086.00

West Plains Police Dept.	18-PT-02-117	$ 3,500.00
	TOTAL	$2,307,173.76

Project Description
This funding will be used to pay for officer overtime, full time officer salary and fringe, and equipment which includes radars/lidars, window tint meters, crash reconstruction total stations, flares and flashlights. Funding will also be utilized to provide training for law enforcement in traffic safety countermeasures and reconstruction.

Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Enforcement	High visibility enforcement		★★
Enforcement	Other enforcement methods		★★
Funding Source	402	Funding Amount	$2,307,173.76
Match Amount	TBD	Indirect Cost	N/A
Local Benefit	$2,007,173.96	MOE	TBD
Is this Project a part of the TSEP?		Yes X	No

2011-2015 Aggressive Driver Involved

Fatalities by Age

Age	Fatalities	Percent of Total Fatalities
0-9	37	1.73%
10-19	289	13.50%
20-29	590	27.56%
30-39	331	15.46%
40-49	282	13.17%
50-59	293	13.69%
60-69	163	7.61%
>=70	156	7.29%
Total	2141	100.00%

Includes everyone killed involving at least one aggressive driver.

Fatalities by Roadway Designation

Roadway Designation	Fatalities	Percent of Total Fatalities
Interstates	245	11.44%
US Numbered Routes	265	12.38%
MO Lettered Routes	440	20.55%
MO Numbered Routes	503	23.49%
Business	9	0.42%
City Street	314	14.67%
Ramp	30	1.40%
County Road	307	14.34%
Outer Road	15	0.70%
Private	5	0.23%
Loop	8	0.37%
Other	0	0.00%
Total	2141	100.00%

Fatalities by Time of Day

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	496	23.17%
6:00 am - 11:59 am	395	18.45%
Noon - 5:59 pm	626	29.24%
6:00 pm - 11:59 pm	624	29.15%
Total	2141	100.00%

Aggressive Driver Vehicles Involved in Fatal Crashes

Vehicle Type	Vehicle Body Type	Percent of Total Fatalities
Passenger Car	837	42.95%
SUV	298	15.29%
Van	71	3.64%
Motorcycle	244	12.52%
ATV	37	1.90%
Motor Home	2	0.10%
Farm Imp.	4	0.21%
Pick Up	386	19.81%
Large Trucks	66	3.39%
Cargo Van	2	0.10%
Passenger Van	2	0.10%
Total	1949	100.00%

Substance–Impaired Driving

Problem Identification

Substance-impaired drivers contributed to 27 percent of Missouri's traffic crash fatalities during the past five years. Alcohol remains the primary contributor to substance-impaired driving crashes; however, the number of persons under the influence of prescription medications and/or illicit drugs continues to increase. Male drivers were more likely than females to be involved in substance-impaired driving crashes. During the past five years, males were responsible for 82 percent of substance-impaired driving fatalities. Ten percent of the children less than 15 years of age who were killed in motor vehicle crashes over the last five years, were riding with a substance-impaired driver.

Prior Year Performance

Projects funded by the Highway Safety Office in the alcohol and other drugs program area include a wide focus area. The law enforcement DWI traffic units and DWI task forces are a great deterrent for impaired drivers, as well as, programs focused on young impaired drivers. There were 224 alcohol-impaired driving fatalities in 2015, thereby meeting the goal of 230 by 2016.

Substance-Impaired Funding Summary	
Education	$2,212,797.04
Enforcement	$6,143,377.28
EMS	$
Engineering	$
Data	$ 246,808.00
Carry Forward	$6,762,000.00
TOTAL	$15,365,982.32

Other Funding Sources, Documents and Data to Achieve Goals

The Missouri Coalition for Roadway Safety will continue to be instrumental in helping to reduce the number of fatalities and serious injuries by providing funding support for alcohol-impaired driving projects.

The Statewide Substance Impaired Driving Strategic plan was approved by the Statewide Substance Impaired Driving Subcommittee in June of 2017 and continues to play a vital role in prioritizing the projects of the impaired driving program.

Core Performance Measure Goals

1. To decrease alcohol-impaired driving fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 242.8 (2011-2015 moving average) to 180.8 (2014-2018 moving average) by December 31, 2018.

2. Increase the number of substance-impaired driving arrests made during grant funded enforcement activities by .25 percent annually from the 2011-2015 calendar base year average of 6,249 to 6,265 by December 31, 2018.

Other Performance Measure Goals

1. To decrease alcohol-impaired driving serious injuries by 4.0 percent annually, resulting in a change to the 2014-2018 moving average from 686.0 (2011-2015 moving average) to 549.5 (2014-2018 moving average) by December 31, 2018.

Education Countermeasures

Project Name	**TRACTION – *Teens Taking Action to Prevent Traffic Crashes***				
Project #	18-154-AL-181				
Sub-Recipient	Cape Girardeau Safe Communities				
Project Amount	$70,284.14				
Project Description					
TRACTION -*Teens Taking Action to Prevent Traffic Crashes* is a peer-to-peer youth traffic safety leadership training program. High school students and advisors are invited to attend one of three training programs as a school team. The training promotes safe driving habits for youth and provides students and their adult advisors with the motivation, information, skills, and support necessary to develop a plan of action that addresses unsafe alcohol related driving habits through events and activities to be implemented within their school and communities the following year. The funding will provide staff training, supplies, conference development and travel costs to conduct three conferences and a one-day workshop.					
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)					
Underage Drinking and Drinking and Driving	Youth Programs			★★	
Other Strategies	School Programs			★ ★ ★	
Funding Source	154 AL		Funding Amount	$70,284.14	
Match Amount	TBD		Indirect Cost	$0	
Local Benefit	$70,284.14		MOE	TBD	
Is this Project a part of the TSEP?				Yes	No X

Project Name	**Missouri Safe and Sober**
Project #	18-154-AL-110
Sub-Recipient	Safe and Sober, Inc.
Project Amount	$305,500.00
Project Description	
Missouri Safe and Sober Program is an effective program that educates students for free on the dangers of drugs and alcohol while reinforcing positive decision making and responsibility. The program is designed to give high school and middle school students, along with their parents and teachers, the information they need to prevent underage drinking. By properly educating students and their parents on the criminal, civil, personal and emotional consequences of underage drinking, the hope is to encourage safe choices both now and as	

the students' transition toward adulthood. The funding will provide program development, travel, educational material and operational expenses of the program.

Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)				
Underage Drinking and Drinking and Driving	Youth Programs		★★	
Parents	Parent rolls in teaching and managing		★★	
Funding Source	154 AL	Funding Amount	$305,500.00	
Match Amount	TBD	Indirect Cost	$0	
Local Benefit	$305,500.00	MOE	TBD	
Is this Project a part of the TSEP?			Yes	No X

Project Name	**SMART, CHEERS and DRIVE SAFE/DRIVE SMART**			
Project #	18-M5TR-03-003			
Sub-Recipient	University of Missouri Curators			
Project Amount	$320,000.00			
Project Description				
SMART, CHEERS and DRIVE SAFE/DRIVE SMART. Programs are college and community based programs to encourage college students to make smart choices when it comes to drinking and driving, and encourage the use of designated drivers. The programs also work with retail and liquor establishments to educate employees on over service of alcohol and selling to minors. The funding will provide training, salary, Meeting of the Minds conference support, educational materials and operational expenses of the program.				
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)				
Underage Drinking and Drinking and Driving	Youth Programs		★★	
Prevention, Intervention, Communications and Outreach	Responsible beverage service		★★	
Prevention, Intervention, Communications and Outreach	Designated drivers		★★	
Funding Source	405d	Funding Amount	$320,000.00	
Match Amount	TBD	Indirect Cost	$71,938.00	
Local Benefit	$0	MOE	TBD	
Is this Project a part of the TSEP?			Yes	No X

Project Name	**ThinkFirst Missouri**
Project #	18-154-AL-182
Sub-Recipient	University of Missouri Curators
Project Amount	$120,000.00

Project Description			
ThinkFirst Missouri is an evidence-based trauma prevention program of the University of Missouri, School of Medicine, Department of Physical Medicine & Rehabilitation. The award-winning programs of ThinkFirst educate people, especially high-risk young people about their vulnerability to brain and spinal cord injury, common causes of these injuries (such as driving impaired) and how to prevent them. The mission of ThinkFirst is to prevent traumatic injuries through education, research and policy. The most effective component of the program features the personal testimony of a ThinkFirst Voices for Injury Prevention (VIP) speaker. VIP speakers are people who have sustained a brain or spinal cord injury, usually due to a motor vehicle crash. Funding will be used to support travel, staff salary and program expenses.			

Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Other Strategies	School Programs		★ ★ ★
Funding Source	154 AL	Funding Amount	$120,000.00
Match Amount	TBD	Indirect Cost	$29,774.50
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?			Yes	No X

Project Name	**DITEP Training**
Project #	18-M5OT-03-001
Sub-Recipient	Missouri Police Chiefs Association
Project Amount	$44,580.50

Project Description
The Missouri Police Chiefs Association provides Drug Impairment Training for Educational Professionals (DITEP) across the state. This training is intended to provide school administrators, nurses and school resource officers with a systematic approach to recognizing and evaluating individuals in the academic environment who are abusing and are impaired by drugs, both legal and illegal, in order to provide early recognition and intervention. Funding for this project covers instructor fees, training and travel costs, and printing.

Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Deterrence: Prosecution and Adjudication	Drug-impaired driving laws		★
Deterrence: DWI Offender Treatment, Monitoring, and Control	Education regarding medication		★
Funding Source	405d	Funding Amount	$44,580.50
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$44,580.50	MOE	TBD
Is this Project a part of the TSEP?			Yes	No X

Project Name	**Law Enforcement Training for Impaired Driving**
Project #	18-M5TR-03-001

Sub-Recipient	Missouri Southern State University		
Project Amount	$48,400.00		
Project Description			
Missouri Southern State University provides training to law enforcement in the area of impaired driving. The courses offered are DWI Crash Investigation, DWI Enforcement Strategies for Small Departments, SFST Update, ARIDE, and Spanish for law enforcement conducting SFSTs. MSSU charges a flat fee per course which covers all the expenses for conducting the course.			
Funding Source	405d	Funding Amount	$48,400.00
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?		Yes	No X

Project Name	**Impaired Driving Training through MSHP**		
Project #	18-M5TR-03-002		
Sub-Recipient	Missouri State Highway Patrol		
Project Amount	$99,732.40		
Project Description			
This project covers impaired driving training for both the Missouri State Highway Patrol and local law enforcement agencies. Some of the training is for continuing education for Highway Patrol staff, while other training is hosted at the Highway Patrol Training Academy. The grant covers expenses associated with attendance at national impaired driving conferences/training and courses offered at the Highway Patrol Training Academy such as Breath Alcohol training, SFST Instructor, ARIDE and DRE training/recertification. Some equipment will also be purchased under this grant for breath instrument calibration and the DREs.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Deterrence: Prosecution and Adjudication	Drug-impaired driving laws		★
Deterrence: DWI Offender Treatment, Monitoring, and Control	Education regarding medication		★
Funding Source	405d	Funding Amount	$99,732.40
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?		Yes	No X

Project Name	**Impaired Driving Program Activities**		
Project #	18-M5OT-03-004		
Sub-Recipient	Highway Safety Office		
Project Amount	$20,000.00		
Project Description			

This project will cover activities in the impaired driving program area including: development and printing costs; educational programs; travel expenses for speaking engagements or conferences; supplies for training programs or educational activities; assessments; etc.

Funding Source	405d	Funding Amount	$20,000.00
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?			Yes	No X

Project Name	**Impaired Driving Paid Media**		
Project #	18-154-AL-126		
Sub-Recipient	Highway Safety Office		
Project Amount	$1,000,000.00		
Project Description			
The funding will provide paid media campaigns for Drive Sober or Get Pulled Over, Youth Alcohol, Quarterly Impaired Driving Campaigns, and various other impaired driving efforts for, but not limited to Super Bowl Sunday, Cinco De Mayo, statewide festivals, etc.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Prevention, Intervention, Communications and Outreach	Mass Media Campaigns		★ ★ ★
Funding Source	154 AL	Funding Amount	$1,000,000.00
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?			Yes X	No

Project Name	**2018 405d Mid Impaired Driving Coordination**		
Project #	18-M5IDC-03-001		
Sub-Recipient	Highway Safety Office		
Project Amount	$95,200.00		
Project Description			
Funding will be allocated for coordination activities. Costs will include salaries, fringe benefits and travel by highway safety program staff.			
Funding Source	405d	Funding Amount	$95,200.00
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?			Yes	No X

Project Name	**2018 405d Youth Alcohol Coordination**		
Project #	18-M5IDC-03-002		
Sub-Recipient	Highway Safety Office		

Project Amount	$89,100.00		
Project Description			
Funding will be allocated for coordination activities. Costs will include salaries, fringe benefits and travel by highway safety program staff.			
Funding Source	405d	Funding Amount	$89,100.00
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?		Yes	No X

Enforcement Countermeasures

Project Name	**Impaired Driving Enforcement**	
Department	*Project Number*	*Project Amount*
Arnold Police Dept.	18-154-AL-001	$13,000.00
Arnold Police Dept.	18-154-AL-002	$6,200.00
Arnold Police Dept.	18-154-AL-003	$8,400.00
Audrain County Sheriff's Office	18-154-AL-004	$3,000.00
Ballwin Police Dept.	18-154-AL-005	$9,750.00
Ballwin Police Dept.	18-154-AL-006	$2,750.00
Barry County Sheriff's Office	18-154-AL-155	$2,000.00
Bates City Police Dept.	18-154-AL-010	$2,000.00
Belton Police Dept.	18-154-AL-165	$1,776.00
Belton Police Dept.	18-154-AL-166	$7,000.00
Benton County Sheriff's Office	18-154-AL-093	$10,000.00
Billings Police Dept.	18-154-AL-013	$2,200.50
Blue Springs Police Dept.	18-154-AL-011	$5,000.00
Blue Springs Police Dept.	18-154-AL-095	$2,500.00
Bolivar Police Dept.	18-154-AL-156	$12,995.00
Branson Police Dept.	18-154-AL-014	$6,000.00
Branson Police Dept.	18-154-AL-015	$3,000.00
Byrnes Mill Police Dept.	18-154-AL-007	$4,000.00
Calverton Park Police Dept.	18-154-AL-008	$2,000.00
Camden County Sheriff's Office	18-154-AL-016	$7,500.00
Cape Girardeau County Sheriff's Office	18-154-AL-009	$15,500.00
Cape Girardeau Police Dept.	18-154-AL-018	$7,700.00
Cape Girardeau Police Dept.	18-154-AL-019	$9,100.00
Carterville Police Dept.	18-154-AL-159	$6,500.00
Carthage Police Dept.	18-154-AL-148	$2,000.00
Cass County Sheriff's Office	18-154-AL-012	$7,500.00
Chesterfield Police Dept.	18-154-AL-020	$10,000.00
Chesterfield Police Dept.	18-154-AL-021	$5,500.00
Clark County Sheriff's Office	18-154-AL-023	$9,000.00
Clay County Sheriff's Office	18-154-AL-099	$2,500.00

Clay County Sheriff's Office	18-154-AL-175	$4,000.00
Clayton Police Dept.	18-154-AL-024	$3,240.00
Cole County Sheriff's Dept.	18-154-AL-032	$4,000.00
Columbia Police Dept.	18-154-AL-037	$20,000.00
Cottleville Police Dept.	18-154-AL-025	$5,000.00
Creve Coeur Police Dept.	18-154-AL-026	$5,000.00
Creve Coeur Police Dept.	18-154-AL-027	$10,000.00
Creve Coeur Police Dept.	18-154-AL-028	$58,000.00
Crocker Police Dept.	18-154-AL-172	$10,515.00
Crystal City Police Dept.	18-154-AL-029	$5,000.00
Dexter Police Dept.	18-154-AL-030	$7,000.00
Dexter Police Dept.	18-154-AL-031	$11,731.40
Doniphan Police Dept.	18-154-AL-033	$1,680.00
Ellisville Police Dept.	18-154-AL-034	$3,000.00
Eureka Police Dept.	18-154-AL-035	$2,500.00
Eureka Police Dept.	18-154-AL-036	$5,000.00
Eureka Police Dept.	18-154-AL-038	$2,000.00
Excelsior Springs Police Dept.	18-154-AL-100	$7,000.00
Festus Police Dept.	18-154-AL-039	$6,400.00
Festus Police Dept.	18-154-AL-040	$12,000.00
Florissant Police Dept.	18-154-AL-048	$5,000.00
Franklin County Sheriff's Office	18-154-AL-042	$15,000.00
Franklin County Sheriff's Office	18-154-AL-131	$18,000.00
Franklin County Sheriff's Office	18-154-AL-149	$8,500.00
Franklin County Sheriff's Office	18-154-AL-157	$171,209.37
Gladstone Dept. of Public Safety	18-154-AL-101	$4,500.00
Gladstone Dept. of Public Safety	18-154-AL-102	$6,000.00
Grain Valley Police Dept.	18-154-AL-103	$3,000.00
Grandview Police Dept.	18-154-AL-107	$15,725.00
Grandview Police Dept.	18-154-AL-109	$3,200.00
Greene County Sheriff's Office	18-154-AL-150	$45,000.00
Harrisonville Police Dept.	18-154-AL-059	$2,000.00
Hayti Police Dept.	18-154-AL-052	$4,000.00
Hazelwood Police Dept.	18-154-AL-053	$33,000.00
Hazelwood Police Dept.	18-154-AL-054	$10,000.00
Hazelwood Police Dept.	18-154-AL-055	$5,750.00
Hollister Police Dept.	18-154-AL-158	$3,000.00
Howell County Sheriff's Dept.	18-154-AL-056	$5,590.00
Jackson County Sheriff's Office	18-154-AL-108	$10,314.00
Jackson County Sheriff's Office	18-154-AL-111	$204,536.02
Jackson County Sheriff's Office	18-154-AL-164	$20,628.00
Jackson Police Dept.	18-154-AL-057	$10,600.00

Jasper County Sheriff's Office	18-154-AL-060	$20,000.00
Jefferson City Police Dept.	18-154-AL-044	$25,000.00
Jefferson County Sheriff's Office	18-154-AL-063	$194,670.00
Jefferson County Sheriff's Office	18-154-AL-064	$207,021.00
Jefferson County Sheriff's Office	18-154-AL-065	$62,000.00
Jefferson County Sheriff's Office	18-154-AL-066	$180,000.00
Johnson County Sheriff's Dept.	18-154-AL-174	$3,500.00
Joplin Police Dept.	18-154-AL-162	$13,000.00
Kansas City MO Board of Police Commissioners	18-154-AL-041	$22,500.00
Kennett Police Dept.	18-154-AL-067	$12,000.00
Kennett Police Dept.	18-154-AL-068	$10,625.00
Lake St. Louis Police Dept.	18-154-AL-071	$6,375.00
Lake St. Louis Police Dept.	18-154-AL-072	$4,000.00
Lake Winnebago Police Dept.	18-154-AL-073	$2,500.00
Lamar Police Dept.	18-154-AL-061	$6,000.00
Lawrence County Sheriff's Dept.	18-154-AL-062	$10,000.00
Liberty Police Dept.	18-154-AL-058	$2,200.00
Livingston County Sheriff's Dept.	18-154-AL-167	$2,000.00
Manchester Police Dept.	18-154-AL-074	$5,005.00
Maryland Heights Police Dept.	18-154-AL-076	$5,000.00
Maryland Heights Police Dept.	18-154-AL-077	$6,500.00
Monroe County Sheriff's Office	18-154-AL-079	$2,000.00
Mountain View Police Dept.	18-154-AL-080	$2,000.00
Neosho Police Dept.	18-154-AL-078	$3,780.00
Nevada Police Dept.	18-154-AL-084	$4,000.00
Newton County Sheriff's Office	18-154-AL-086	$6,000.00
Nixa Police Dept.	18-154-AL-096	$5,000.00
Normandy Police Dept.	18-154-AL-153	$2,000.00
Oak Grove Police Dept.	18-154-AL-171	$2,474.24
O'Fallon Police Dept.	18-154-AL-081	$10,000.00
O'Fallon Police Dept.	18-154-AL-082	$7,500.00
O'Fallon Police Dept.	18-154-AL-083	$22,000.00
Olivette Police Dept.	18-154-AL-085	$5,250.00
Osage Beach Police Department	18-154-AL-151	$3,700.00
Overland Police Dept.	18-154-AL-087	$7,500.00
Overland Police Dept.	18-154-AL-088	$10,000.00
Ozark Police Dept.	18-154-AL-104	$4,000.00
Pevely Police Dept.	18-154-AL-089	$3,000.00
Pevely Police Dept.	18-154-AL-090	$4,500.00
Phelps County Sheriff's Dept.	18-154-AL-112	$8,000.00
Platte County Sheriff's Office	18-154-AL-069	$33,477.50
Pleasant Hill Police Dept.	18-154-AL-170	$5,842.33

Potosi Police Dept.	18-154-AL-113	$6,500.00
Raymore Police Dept.	18-154-AL-051	$8,000.00
Republic Police Dept.	18-154-AL-121	$7,000.00
Reynolds County Sheriff's Office	18-154-AL-091	$3,000.00
Reynolds County Sheriff's Office	18-154-AL-092	$2,988.80
Riverside Police Department	18-154-AL-168	$5,400.00
Rogersville Police Dept.	18-154-AL-122	$3,500.00
Rolla Police Dept.	18-154-AL-160	$14,000.00
Scott City Police Dept.	18-154-AL-094	$3,500.00
Scott County Sheriff's Office	18-154-AL-097	$3,500.00
Scott County Sheriff's Office	18-154-AL-098	$6,000.00
Seneca Police Dept.	18-154-AL-132	$1,500.00
Smithville Police Dept.	18-154-AL-169	$5,391.36
Smithville Police Dept.	18-154-AL-176	$730.08
Springfield Police Dept.	18-154-AL-161	$29,879.00
St. Ann Police Dept.	18-154-AL-105	$5,000.00
St. Charles City Police Dept.	18-154-AL-106	$13,125.00
St. Charles City Police Dept.	18-154-AL-115	$15,500.00
St. Charles City Police Dept.	18-154-AL-116	$6,250.00
St. Charles County Police Department	18-154-AL-117	$15,500.00
St. Charles County Police Department	18-154-AL-118	$10,000.00
St. Charles County Police Department	18-154-AL-119	$7,500.00
St. Clair Police Dept.	18-154-AL-120	$8,042.46
St. John Police Dept.	18-154-AL-133	$12,607.50
St. John Police Dept.	18-154-AL-134	$10,500.00
St. Joseph Police Dept.	18-154-AL-045	$34,704.00
St. Joseph Police Dept.	18-154-AL-046	$2,979.60
St. Joseph Police Dept.	18-154-AL-047	$17,265.00
St. Louis Metro Police Dept.	18-154-AL-137	$90,000.00
St. Louis Metro Police Dept.	18-154-AL-138	$23,000.00
St. Peters Police Dept.	18-154-AL-139	$30,051.00
St. Robert Police Dept.	18-154-AL-163	$7,500.00
Ste. Genevieve County Sheriff's Office	18-154-AL-140	$11,500.00
Stone County Sheriff's Office	18-154-AL-152	$8,000.00
Sullivan Police Dept.	18-154-AL-141	$5,500.00
Traffic and Highway Safety Division	18-154-AL-075	$125,000.00
Troy Police Dept.	18-154-AL-142	$5,000.00
Vinita Park Police Dept.	18-154-AL-143	$5,000.00
Washington Police Dept.	18-154-AL-124	$5,250.00
Washington Police Dept.	18-154-AL-125	$4,500.00
Webb City Police Dept.	18-154-AL-173	$14,000.00
Webster County Sheriff's Office	18-154-AL-128	$10,420.00

Webster County Sheriff's Office	18-154-AL-129	$2,620.00
Wentzville Police Dept.	18-154-AL-144	$4,000.00
Wentzville Police Dept.	18-154-AL-145	$10,000.00
Wentzville Police Dept.	18-154-AL-146	$5,000.00
West Plains Police Dept.	18-154-AL-147	$3,000.00
	TOTAL	$2,555,114.16

Project Description
This funding will be used to pay for officer overtime, full time officer salary and fringe, police vehicles, and equipment to include flares, in-car video systems, in-car computers, vehicle lighting, preliminary breath testers/mouthpieces, dry gas simulators, wireless air cards, traffic cones, body cameras and flashlights. Funding will also be utilized to provide training for law enforcement in impaired driving traffic safety countermeasures.

Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Deterrence: Enforcement	High Visibility Saturation Patrols		★ ★ ★ ★
Deterrence: Enforcement	Integrated Enforcement		★ ★ ★
Funding Source	154 AL	Funding Amount	$2,555,114.16
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$2,545,114.16	MOE	TBD
Is this Project a part of the TSEP?		Yes X	No

Project Name	**Impaired Driving Enforcement**	
Department	*Project Number*	*Project Amount*
Boone County Sheriff's Dept.	18-M5HVE-03-005	$69,351.82
Boone County Sheriff's Dept.	18-M5HVE-03-006	$18,340.00
Christian County Sheriff's Office	18-M5HVE-03-011	$6,500.00
Columbia Police Dept.	18-M5HVE-03-007	$74,071.20
Greene County Sheriff's Office	18-M5HVE-03-009	$150,702.42
Greene County Sheriff's Office	18-M5HVE-03-036	$77,000.00
Independence Police Dept.	18-M5HVE-03-044	$300,000.00
Joplin Police Dept.	18-M5HVE-03-012	$102,848.00
Kansas City MO Board of Police Commissioners	18-M5HVE-03-023	$150,000.00
Kearney Police Dept.	18-M5HVE-03-024	$3,000.00
Lee's Summit Police Dept.	18-M5HVE-03-019	$35,000.00
MO State Highway Patrol	18-M5HVE-03-037	$201,525.00
MO State Highway Patrol	18-M5HVE-03-038	$226,920.00
MO State Highway Patrol	18-M5HVE-03-041	$95,800.00
Platte County Sheriff's Office	18-M5HVE-03-022	$29,375.00
Smithville Police Dept.	18-M5HVE-03-013	$3,126.88
Springfield Police Dept.	18-M5HVE-03-039	$126,520.00
St. Louis County Police Dept.	18-M5HVE-03-042	$219,821.69
St. Louis County Police Dept.	18-M5HVE-03-043	$30,000.00
Traffic and Highway Safety Division	18-M5HVE-03-025	$20,000.00

Union Police Dept.	18-M5HVE-03-034	$15,577.00
Waynesville Police Dept.	18-M5HVE-03-031	$5,350.00
	TOTAL	$1,960,829.01

Project Description
This funding will be used to pay for officer overtime, full time officer salary and fringe, police vehicles, and equipment to include flares, in-car video systems, in-car computers, vehicle lighting, preliminary breath testers/mouthpieces, dry gas simulators, wireless air cards, traffic cones, body cameras and flashlights. Funding will also be utilized to provide training for law enforcement in impaired driving traffic safety countermeasures.

Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)		
Deterrence: Enforcement	High Visibility Saturation Patrols	★ ★ ★ ★
Deterrence: Enforcement	Integrated Enforcement	★ ★ ★
Funding Source	405d	Funding Amount	$1,960,829.01
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$1,436,584.01	MOE	TBD
Is this Project a part of the TSEP?		Yes X	No

Project Name	**Youth Alcohol Program**		
Project #	18-154-AL-178		
Sub-Recipient	Highway Safety Office		
Project Amount	$16,000.00		

Project Description
The majority of this project supports three, POST Certified, Underage Drinking Law Enforcement Trainings annually. In the 7-hour class, law enforcement officers gain knowledge on how to enforce underage drinking laws as well as how to reduce underage drinking. Topics vary from year to year. The funding will also be used for general program support and to support the National Council for Alcohol and Drug Addiction conference.

Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Underage Drinking and Drinking and Driving	Minimum drinking age of 21 laws	★ ★ ★ ★ ★	
Underage Drinking and Drinking and Driving	Zero-tolerance law enforcement	★ ★ ★	
Underage Drinking and Drinking and Driving	Alcohol vendor compliance checks	★ ★ ★	
Underage Drinking and Drinking and Driving	Other minimum legal drinking age 21 law enforcement	★ ★ ★	N/A
Funding Source	154 AL	Funding Amount	$16,000.00
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?		Yes	No X

Project Name	**Breath Alcohol Instrument Placement Program and Technical Assistance**		
Project #	18-154-AL-130		
Sub-Recipient	Missouri Safety Center		
Project Amount	$644,175.96		
Project Description			
The Missouri Safety Center provides professional staff for coordination of the breath alcohol, SFST, and ignition interlock programs. The Safety Center provides oversight of breath instrument placement, maintenance and service, inventory, and technical assistance across the State. In addition, MSC provides technical assistance in the area of ignition interlocks by monitoring the ignition interlock service centers and field testing ignition interlock devices to determine compliance with the administrative rules governing the program. The MSC provides a call center for those who have questions about each of the programs and DWI clients who have questions regarding ignition interlocks. The funding covers costs such as salaries and fringe, equipment, operational expenses, training, travel, and indirect costs.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Deterrence: Prosecution and Adjudication	Limits on diversion and plea agreements	★ ★ ★ ★	
Deterrence: Enforcement	Preliminary breath test devices	★ ★ ★ ★	
Deterrence: Laws	Alcohol-impaired driving law review	★ ★ ★	
Deterrence: DWI Offender Treatment, Monitoring, and Control	Alcohol Interlocks	★ ★ ★ ★ ★	
Funding Source	154 AL	Funding Amount	$644,175.96
Match Amount	TBD	Indirect Cost	$68,054.57
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?		Yes	No X

Project Name	**DWI Courts**
Project #	18-M5CS-03-003
Sub-Recipient	Office of State Courts Administrator
Project Amount	$248,211.00
Project Description	
The Office of State Courts Administrator (OSCA) receives grant funding for DWI court expansion in the State. DWI courts provide a cost-effective alternative to the traditional criminal justice system in addressing the risk to public safety caused by hardcore impaired drivers. The Missouri Supreme Court adopted Court Operating Rule (COR) 26. This rule requires all courts that seek to establish a DWI court or docket to submit a Plan of Operation to the Drug Courts Coordinating Commission for approval before issuing a limited driving privilege. This project covers costs association with establishing new DWI Courts in the state. Those costs include: lab testing, offender supervision, law enforcement trackers, treatment, educational materials, training, and travel expenses.	

Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Deterrence: DWI Offender Treatment, Monitoring, and Control	Alcohol problem assessment, treatment	★ ★ ★ ★ ★	
Deterrence: Prosecution and Adjudication	DWI Courts	★ ★ ★ ★	
Deterrence: DWI Offender Treatment, Monitoring, and Control	DWI Offender Monitoring	★ ★ ★ ★	
Funding Source	405d	Funding Amount	$248,211.00
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?		Yes	No X

Project Name	**Drug Evaluation and Classification Program**		
Project #	18-M5OT-03-005		
Sub-Recipient	Missouri Safety Center		
Project Amount	$158,379.17		
Project Description			
The Highway Safety Office contracts with the Missouri Safety Center for coordination of the DRE program in the state. The DRE State Coordinator provides oversight of the program and works with members of the DRE/SFST Technical Panel, chaired by a member of the Missouri State Highway Patrol. This project covers salaries, equipment, operational and travel expenses and indirect costs.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Deterrence: DWI Offender Treatment, Monitoring, and Control	Enforcement of Drug-impaired Driving	★ ★ ★	
Deterrence: Prosecution and Adjudication	Drug-impaired driving laws	★	
Deterrence: DWI Offender Treatment, Monitoring, and Control	Education regarding medication	★	
Funding Source	405d	Funding Amount	$158,379.17
Match Amount	TBD	Indirect Cost	$16,969.20
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?		Yes	No X

Project Name	**Alcohol LEL Contract for Services**
Project #	18-154-AL-114
Sub-Recipient	Missouri Safety Center

Project Amount	$160,675.86		
Project Description			
The Missouri Safety Center will employ up to three law enforcement liaisons (LEL) to meet the goals and objectives of the occupant protection program area in order to move toward meeting the 2018 goal.			
Funding Source	154 AL	Funding Amount	$160,675.86
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?		Yes X	No

Project Name	**Drive Sober or Get Pulled Over LE Campaign**		
Project #	18-154-AL-154		
Sub-Recipient	Missouri Safety Center		
Project Amount	$399,992.12		
Project Description			
Through the cooperation of the Safety Center, the Highway Safety office promotes law enforcement mobilization efforts, works to increase participation in statewide enforcement efforts and provides funding for saturation enforcement teams. Budget items include officer overtime/fringe, salary and fringe for one office professional (40%), office supplies and indirect rate.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Deterrence: Enforcement	High visibility saturation patrols		★ ★ ★ ★
Deterrence: Enforcement	Integrated Enforcement		★ ★ ★
Funding Source	154 AL	Funding Amount	$399,992.12
Match Amount	TBD	Indirect Cost	$42,856.30
Local Benefit	$335,650.00	MOE	TBD
Is this Project a part of the TSEP?		Yes X	No

Data Countermeasures

Project Name	**DWI Tracking System (DWITS)**		
Project #	18-M5HVE-03-020		
Sub-Recipient	MO State Highway Patrol		
Project Amount	$4,450.00		
Project Description			
The DWITS provides a means of tracking driving while intoxicated (DWI) offenses through their full life cycle -- from arrest to final court disposition. The Missouri State Highway Patrol offers regional training seminars on the DWI Tracking System with training curriculum geared toward law enforcement agencies, prosecuting attorney offices and courts. Budget items include postage, supplies for DWITS tutorials and travel expenses.			
Funding Source	405d	Funding Amount	$4,450.00
Match Amount	TBD	Indirect Cost	$0

Local Benefit	$0	MOE	TBD		
Is this Project a part of the TSEP?				Yes	No X

Project Name	**Ignition Interlock Database**				
Project #	18-154-AL-050				
Sub-Recipient	Highway Safety Office				
Project Amount	$200,000.00				
Project Description					
This project will cover costs associated with the development of a program to track ignition interlock information such as: contact information for manufacturers doing business in the state; approval/suspension of ignition interlock devices; tracking of complaints received; disposition of those complaints; and reporting elements.					
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)					
Deterrence: DWI Offender Treatment, Monitoring, and Control	Alcohol Interlocks			★ ★ ★ ★★	
Funding Source	154 AL		Funding Amount	$200,000.00	
Match Amount	TBD		Indirect Cost	$0	
Local Benefit	$0		MOE	TBD	
Is this Project a part of the TSEP?				Yes	No X

Project Name	**DRE Database Sustainment/Enhancement**
Project #	18-M5OT-03-003
Sub-Recipient	REJIS Commission
Project Amount	$42,358.00
Project Description	
The Highway Safety Office contracts with the REJIS Commission to host an automated system for data collection, data sharing, tracking of certification and overall administration of the DRE program. This system allows for automatic transmission of drug evaluations to the regional coordinator, state coordinator and the federal database. The system also allows for email notification of DREs, regional coordinators and the state coordinator. DRE Candidates are trained on the new system as part of their DRE training, conducting their field certifications using the system. The program is proving to be a great administrative tool and will add to the state's ability to track drug involvement in traffic stops. This project covers the costs for hosting the database, IT support of the program, and any enhancements.	
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)	

Deterrence: DWI Offender Treatment, Monitoring, and Control	Enforcement of Drug-impaired Driving	★ ★ ★
Deterrence: Prosecution and Adjudication	Drug-impaired driving laws	★
Deterrence: DWI Offender Treatment, Monitoring, and Control	Education regarding medication	★

Funding Source	405d	Funding Amount	$42,358.00	
Match Amount	TBD	Indirect Cost	$0	
Local Benefit	$0	MOE	TBD	
Is this Project a part of the TSEP?			Yes	No X

Project Name	**THSD-Statewide 405d Impaired Driving Mid**			
Project #	18-M5X-03-000			
Sub-Recipient	Highway Safety Office			
Project Amount	$3,050,000.00			
Project Description				
This project is for a statewide effort to improve impaired driving programs. When needed, this account will be reduced to fund specific sub-recipient agreements.				
Funding Source	405d	Funding Amount	$3,050,000.00	
Match Amount	TBD	Indirect Cost	$0	
Local Benefit	$2,750,000.00	MOE	TBD	
Is this Project a part of the TSEP?			Yes	No X

Project Name	**THSD-Statewide 154AL Program**			
Project #	18-154-AL-000			
Sub-Recipient	Highway Safety Office			
Project Amount	$3,712,000.00			
Project Description				
This project is for a statewide effort to improve impaired driving programs. When needed, this account will be reduced to fund specific sub-recipient agreements.				
Funding Source	154 AL	Funding Amount	$3,712,000.00	
Match Amount	TBD	Indirect Cost	$0	
Local Benefit	$3,500,000.00	MOE	TBD	
Is this Project a part of the TSEP?			Yes	No X

2011-2015 Involving a Substance-Impaired Driver

Fatalities by Age

Age	Fatalities	Percent of Total Fatalities
0-9	13	1.21%
10-19	101	9.42%
20-29	343	32.00%
30-39	198	18.47%
40-49	171	15.95%
50-59	158	14.74%
60-69	57	5.32%
>=70	31	2.89%
Total	1072	100.00%

Includes everyone killed involving at least one substance-impaired (alcohol and/or drugs) driver

Fatalities by Roadway Designation

Roadway Designation	Fatalities	Percent of Total Fatalities
Interstates	98	8.44%
US Numbered Routes	128	10.58%
MO Lettered Routes	253	23.77%
MO Numbered Routes	246	23.93%
Business	8	0.46%
City Street	126	13.04%
Ramp	11	0.77%
County Road	186	17.64%
Outer Road	11	1.07%
Loop	1	0.00%
PVT	4	0.31%
Other	0	0.00%
Total	1072	100.00%

Fatalities by Time of Day

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	358	32.52%
6:00 am - 11:59 am	93	9.66%
Noon - 5:59 pm	203	18.10%
6:00 pm - 11:59 pm	418	39.72%
Total	1072	100.00%

Substance-Impaired Driver Vehicle Types in Fatal Crashes

Vehicle Type	Substance-Impaired Drivers in Fatal Crashes	Percent of Total Fatalities
Passenger Car	402	41.47%
Station Wagon	1	16.56%
SUV	176	16.56%
Van	32	3.01%
Motorcycle	93	10.37%
ATV	34	4.35%
Farm Imp	2	0.17%
Other/Unknown	1	0.17%
Pick Up	233	23.08%
Large Trucks	4	0.67%
Cargo Van	1	0.17%
Total	979	100.00%

Occupant Restraints

Problem Identification

During 2011-2015, 60 percent of drivers and occupants killed in crashes in Missouri were unrestrained. The number of unrestrained teens killed in Missouri crashes during the last five years is even higher – 75 percent. When analyzing only the pickup truck drivers and occupants, 80 percent of those killed during the last five years were unrestrained. Missouri's observed safety belt use rate of 80 percent in 2015 is well below the national average of 88 percent.   Missouri conducts a statewide observational safety belt survey annually, a teen safety belt survey biennially, and a child passenger and commercial motor vehicle safety belt use survey alternately when funds are available.

The child safety seat and commercial motor vehicle driver safety belt use surveys are conducted periodically. Teen safety belt use is of particular concern. This group's safety belt use was 12 percent lower than the 2014 overall use rate.

Properly wearing a safety belt or using a child restraint is the single most effective way to prevent death and reduce injuries in a crash. According to the National Highway Traffic Safety Administration, safety restraint systems, when utilized correctly, reduce the risk of fatal injuries to front-seat passenger vehicle occupants by 45 percent and reduce the risk of moderate-to-critical injuries by 50 percent. For occupants of light trucks, using safety belts lower the risk of fatal injuries by 60 percent and moderate-to-critical injuries by 65 percent.

Prior Year Performance

Projects funded by the Highway Safety Office in the unrestrained occupant program area include a wide focus area which includes all drivers and passengers of all ages in all vehicles. Law enforcement agencies are encouraged to participate in all 6 mobilization campaigns focused on statewide drivers, teen drivers and child passengers.

There were 356 unrestrained occupant fatalities in 2015, thereby not meeting the goal of 326 by 2016. The Highway Safety Office will continue to support law enforcement efforts to encourage seat belt use by participating in the Click It or Ticket Campaign and the states 5 other occupant protection enforcement campaigns. The child passenger safety program and teen programs will also continue to focus heavily on safety belt and booster seat use. All of the educational programs funded with HSO funds focus heavily on safety belt use as well.

Occupant Protection Funding Summary	
Education	$1,410,734.41
Enforcement	$ 958,315.62
EMS	$
Engineering	$
Data	$
Carry Forward	$3,171,000.00
TOTAL	$5,540,050.03

Other Funding Sources, Documents and Data to Achieve Goals

The Missouri Coalition for Roadway Safety will continue to be instrumental in helping to reduce the number of fatalities and serious injuries by providing funding support for unrestrained occupant projects.

Input from the 2014 assessment was used to develop the Occupant Protection Strategic Plan. Missouri conducted a NHTSA-facilitated Occupant Protection Program Assessment February 13-17, 2017. Input from the 2017 assessment was used to update the Occupant Protection Strategic Plan.

Mike Stapp has been designated as the occupant protection coordinator and plays a vital part on the Occupant Protection Subcommittee which helps guide the program in meeting it's yearly goals.

Core Performance Measure Goals
1. To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 351.6 (2011-2015 moving average) to 355.5 (2014-2018 moving average) by December 31, 2018.
2. Increase the number of safety belt citations issued during grant funded enforcement activities by .25 percent annually from the 2011-2015 calendar base year average 28,002 to 28,072 by December 31, 2018

Other Performance Measure Goals
1. Increase statewide safety belt usage by 1 percent annually from 81 percent in 2016 to 83 percent in 2018.
2. Increase teen safety belt usage by 1 percent annually from 70 percent in 2016 to 72 percent in 2018
3. Increase commercial motor vehicle safety belt usage by 1 percent annually from 82 percent in 2016 to 84 percent in 2018.
4. Increase child passenger safety seat usage by 1 percent annually from 91 percent in 2014 to 95 percent in 2018.

5. Maintain an adequate base of certified Child Passenger Safety Technicians throughout the state with technicians located in each county of the state. In 2017, Missouri has coverage in 76% of the state.
6. Maintain an adequate base of certified Child Passenger Safety Instructors throughout the state. In 2017, Missouri has 1,063 CPS instructors.
7. Maintain an adequate base of Missouri inspection stations (that are listed on the NHTSA website) throughout the state. In 2017, Missouri has 173 inspection stations.

Education Countermeasures

Project Name	**ThinkFirst**		
Project #	18-CP-09-006		
Sub-Recipient	University of Missouri Curators		
Project Amount	$360,000.00		
Project Description			
ThinkFirst Missouri is an evidence-based trauma prevention program of the University of Missouri School of Medicine, Department of Physical Medicine & Rehabilitation. The mission of the program is to prevent traumatic injuries from unbuckled car crashes, especially traffic-related traumatic injuries, through education, research and advocacy. ThinkFirst Missouri, along with its sub-contractor ThinkFirst of Greater Kansas City, provided 209 traffic safety presentations in 143 schools reaching 38,052 Missouri students. In addition, 1,854 Missourians received traffic safety education from the ThinkFirst Corporate/Community Traffic Safety program delivered through 40 presentations at 32 worksites and community organizations. Missouri teens have the lowest safety belt usage rate. This program works to increase safety belt usage among teens. Funding will provide program development fees, educational materials and supplies, salary, speaker fees and travel expenses. This project also funds the First Impact program. First Impact is an evidence-based, traffic safety parent program targeted to parents and/or guardians of teen drivers in the pre-permit, permit or intermediate stage of licensure. The goal of First Impact is to reduce the number of motor vehicle fatalities, injuries and crashes among teen drivers by increasing parental awareness and enforcement of Missouri's graduated driver license law. First Impact will provide the tools parents need to be involved in monitoring, coaching and supporting their new teen driver. Funding will be used to support travel, staff salary and program expenses.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Other Strategies	School programs		★ ★ ★
Funding Source	402	Funding Amount	$360.00.000
Match Amount	TBD	Indirect Cost	$88,583.47
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?			Yes No X

Project Name	**Occupant Protection – Injury Prevention**			
Project #	18-CP-09-002			
Sub-Recipient	Mercy Hospital			
Project Amount	$57,976.96			
Project Description				
The Mercy Injury Prevention Center plans to target children and teen drivers as the key concerns to address. An outreach coordinator will work with low income families to provide CPS support and implement the Alive at 25 program in the communities. Funding will provide staff training and travel; educational materials and fees; salary; and certification fees.				
Funding Source	402	Funding Amount	$57,976.96	
Match Amount	TBD	Indirect Cost	$0	
Local Benefit	$0	MOE	TBD	
Is this Project a part of the TSEP?			Yes	No X

Project Name	**Car Seat Distribution**			
Project #	18-CR-05-002 & 18-M2CSS-05-001			
Sub-Recipient	Office of Highway Safety			
Project Amount	$50,000 (402) & $50,000 (405b)			
Project Description				
Child passenger safety programs are conducted statewide focusing on age birth through age 14. Car seats are distributed through Missouri's network of approximately 175 NHTSA registered Inspection Stations and over 1,000 CPS Technicians to low income individuals in need of a seat. This program will help ensure that parents/caregivers properly install safety seats for young children. Funding will be used for the purchase of convertible and high back booster child safety seats.				
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)				
Communications and Outreach	Strategies for child restraint and booster seat use		★★	
Other Strategies	Inspection Stations		★★	
Funding Source	402 & 405b	Funding Amount	$100,000.00	
Match Amount	TBD	Indirect Cost	$0	
Local Benefit	$0	MOE	TBD	
Is this Project a part of the TSEP?			Yes	No X

Project Name	**Transportation Safety for Special Needs**
Project #	18-M2CPS-05-002
Sub-Recipient	Safe Kids St. Louis

Project Amount	$12,910.05			
Project Description				
The funding from this project will support 3 staff members in obtaining the Safe Travel for All Children certification training car seats for training sessions.				
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)				
Communications and Outreach	Strategies for child restraint and booster seat use		★★	
Other Strategies	Inspection Stations		★★	
Funding Source	405b	Funding Amount	$12,910.05	
Match Amount	TBD	Indirect Cost	$0	
Local Benefit	$12,910.05	MOE	TBD	
Is this Project a part of the TSEP?			Yes	No X

Project Name	**Child Passenger Safety Training Support**			
Project #	18-M2CPS-05-003			
Sub-Recipient	Office of Highway Safety			
Project Amount	$88,000			
Project Description				
The HSO and Department of Health and Senior Services are working together to provide support to individuals who wish to become CPS Technicians. Grant funding will be provided for training costs and travel to attend the 3-day CPS Technician training course. This program will help ensure that parents/caregivers properly install safety seats for young children.				
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)				
Communications and Outreach	Strategies for child restraint and booster seat use		★★	
Other Strategies	Inspection Stations		★★	
Funding Source	405b	Funding Amount	$88,000.00	
Match Amount	TBD	Indirect Cost	$0	
Local Benefit	$0	MOE	TBD	
Is this Project a part of the TSEP?			Yes	No X

Project Name	**Safe Communities Programs**
Project #	18-SA-09-001, 18-SA-09-002, 18-SA-09-04
Sub-Recipient	Cape Girardeau Safe Communities, St. Joseph Safety & Health Council, Safety Council of Greater St. Louis
Project Amount	$62,924.10, $58,000.00, $22,000.00
Project Description	
Three safe communities programs throughout the state focus efforts on seat belt education for all ages. These programs meet the goals set by the HSO and help to reduce unrestrained	

fatalities by focusing on low belt use areas and groups. Funding for all three programs will support travel expenses, educational material, supplies and salary for two programs.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Communications and Outreach	Strategies for low-belt-use groups		★ ★ ★ ★
Communications and Outreach	Strategies for older children		★ ★ ★
Funding Source	402	Funding Amount	$142,924.10
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$142,924.10	MOE	TBD
Is this Project a part of the TSEP?		Yes	No X

Project Name	**Click It or Ticket Paid Media**		
Project #	18-M2PE-05-001		
Sub-Recipient	Highway Safety Office		
Project Amount	$200,000.00		
Project Description			
In order to continue to raise awareness and change driving attitudes and behaviors, the safe driving messages need to be perpetuated through traditional media vehicles (TV, radio, print, outdoor, digital) as well as through social media throughout the year.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Communications & Outreach	Supporting Enforcement		★ ★ ★ ★
Communications & Outreach	Strategies for low-belt-use groups		★ ★ ★ ★
Funding Source	405b	Funding Amount	$200,000.00
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?		Yes X	No

Project Name	**Safety Education Program**
Project #	18-CP-09-001
Sub-Recipient	Central Missouri Foster Care & Adoption Association
Project Amount	$5,740.00
Project Description	
CMFCAA wants to introduce safety, as a right each of these children has to reduce additional harm to their lives. Encouraging ownership and responsibility and lifting the victim mentality promoting positive self-regulation and reducing impulsive reactions. The Safety Education project will encourage safety on the road and provide a tangible solution for young children as an educational program of prevention for our families and older youth on the road. Funding will cover salary and educational materials.	

Funding Source	402	Funding Amount	$5,740.00	
Match Amount	TBD	Indirect Cost	$0	
Local Benefit	$5,740.00	MOE	TBD	
Is this Project a part of the TSEP?			Yes	No X

Project Name	**Statewide Seat Belt Survey**			
Project #	18-M2OP-05-015			
Sub-Recipient	Missouri Safety Center			
Project Amount	$179,946.65			
Project Description				
The Missouri Safety Center will manage the NHTSA-approved Missouri statewide seat belt survey for 2018, This survey will be conducted in 28 counties statewide that are in the top 85% of fatalities in the state. This project will cover the expense to train and monitor data collectors (surveyors), scheduling, field protocols and reporting requirements, compile and analyze the survey data, furnish a detailed report of the findings, and provide updated maps of safety belt usage by site.				
An annual statewide seat belt survey is conducted in accordance with the Uniform Criteria for State Observational Surveys of Safety Belt Use (23 CFR part 1340)				
Funding Source	405b	Funding Amount	$179,946.65	
Match Amount	TBD	Indirect Cost	$19,280.00	
Local Benefit	$0	MOE	TBD	
Is this Project a part of the TSEP?			Yes	No X

Project Name	**Teen Seat Belt Survey**			
Project #	18-OP-05-001			
Sub-Recipient	Missouri Safety Center			
Project Amount	$74,986.65			
Project Description				
The Missouri Safety Center will manage the NHTSA-approved Missouri teen seat belt survey for 2018. A Teen seat belt observational survey will be conducted at 150 high schools during the month of April, 2018. The 2018 survey will be conducted under the same parameters, guiding principles, and procedures as all prior teen surveys. Funding will provide staff salaries, office supplies and equipment and travel.				
An annual statewide safety belt survey is conducted in accordance with the Uniform Criteria for State Observational Surveys of Safety Belt Use (23 CFR part 1340)				
Funding Source	402	Funding Amount	$74,986.65	
Match Amount	TBD	Indirect Cost	$8,034.28	
Local Benefit	$0	MOE	TBD	

Is this Project a part of the TSEP?		Yes	No X

Project Name	**CPS Program Activities Administration**			
Project #	18-CR-05-001			
Sub-Recipient	Office of Highway Safety			
Project Amount	$10,000.00			
Project Description				
The funding for this project will support the HSO CPS program, to include training expenses, LATCH Manuals, and other supplies needed for CPS courses.				
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)				
Communications and Outreach	Strategies for child restraint and booster seat use		★★	
Other Strategies	Inspection Stations		★★	
Funding Source	402	Funding Amount	$10,000.00	
Match Amount	TBD	Indirect Cost	$0	
Local Benefit	$0	MOE	TBD	
Is this Project a part of the TSEP?			Yes	No X

Project Name	**Child Passenger Safety Enforcement Campaign**			
Project #	18-M2CPS-05-005			
Sub-Recipient	Highway Safety Office			
Project Amount	$140,000.00			
Project Description				
Paid media will be used to target parents or care givers about the importance of properly restraining children as they travel on Missouri roadways.				
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)				
Communications and Outreach	Strategies for child restraint and booster seat use		★★	
Funding Source	405b	Funding Amount	$140,000.00	
Match Amount	TBD	Indirect Cost	$0	
Local Benefit	$0	MOE	TBD	
Is this Project a part of the TSEP?			Yes	No X

Project Name	**405b Low CPS Coordination**
Project #	18-M2CPS-05-004
Sub-Recipient	Highway Safety Office
Project Amount	$33,250.00

Project Description			
Funding will be allocated for coordination activities in this area. Costs will include salaries, fringe benefits and travel by highway safety program staff.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Communications and Outreach	Strategies for child restraint and booster seat use		★★
Funding Source	405b	Funding Amount	$33,250.00
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?			Yes · · · No X

Project Name	**Child Passenger Safety**		
Project #	18—M2CPS-05-001		
Sub-Recipient	MO Department of Health and Senior Services		
Project Amount	$5,000.00		
Project Description			
The DHSS will provide the registration fee reimbursement to Missouri health departments' employees to complete the CPS training courses. The goal of the project is to provide at least one trained CPS technician in every Missouri county.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Other Strategies	Inspection Stations		★★
Funding Source	405b	Funding Amount	$5,000.00
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?			Yes · · · No X

Enforcement Countermeasures

Project Name	**Occupant Protection Enforcement**	
Department	*Project Number*	*Project Amount*
Adair Police Dept.	18-M2HVE-05-001	$5,000.00
Arnold Police Dept.	18-M2HVE-05-002	$11,000.00
Ballwin Police Dept.	18-M2HVE-05-003	$3,977.00
Cape Girardeau County Sheriff's Office	18-M2HVE-05-009	$4,000.00
Creve Coeur Police Dept.	18-M2HVE-05-010	$5,000.00
Dexter Police Dept.	18-M2HVE-05-011	$8,500.00
Eureka Police Dept.	18-M2HVE-05-013	$6,000.00
Florissant Police Dept.	18-M2HVE-05-012	$7,000.00
Grandview Police Dept.	18-M2HVE-05-007	$10,000.00

Greene County Sheriff's Office	18-M2HVE-05-006	$10,000.00
Harrisonville Police Dept.	18-M2HVE-05-004	$3,000.00
Hazelwood Police Dept.	18-M2HVE-05-014	$12,000.00
Independence Police Dept.	18-M2HVE-05-026	$30,000.00
Jackson Police Dept.	18-M2HVE-05-015	$6,000.00
Jefferson County Sheriff's Office	18-M2HVE-05-016	$25,000.00
Kansas City MO Board of Police Commissioners	18-M2HVE-05-005	$60,000.00
Kirkwood Police Dept.	18-M2HVE-05-017	$10,000.00
Lake St. Louis Police Dept.	18-M2HVE-05-018	$4,500.00
Maryland Heights Police Dept.	18-M2HVE-05-019	$5,635.76
MO State Highway Patrol	18-M2HVE-05-008	$90,000.00
Olivette Police Dept.	18-M2HVE-05-020	$2,500.00
Pevely Police Dept.	18-M2HVE-05-021	$5,250.00
St. Charles City Police Dept.	18-M2HVE-05-022	$4,000.00
St. Louis County Police Dept.	18-M2HVE-05-023	$36,000.00
Webster Groves Police Dept.	18-M2HVE-05-024	$6,000.00
Wentzville Police Dept.	18-M2HVE-05-025	$8,000.00
	TOTAL	$378,362.76

Project Description		
This funding will be used to pay for officer overtime for year-round occupant protection enforcement projects and also for special mobilization campaigns including Teen Seat Belt, Click It or Ticket, and Child Passenger Safety week.		
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)		
Seat Belt Law Enforcement	Short term, high visibility seat belt law enforcement	★ ★ ★ ★ ★
Seat Belt Law Enforcement	Short high-visibility CR law enforcement	★ ★ ★ ★ ★
Seat Belt Law Enforcement	Sustained enforcement	★ ★ ★
Communications & Outreach	Supporting enforcement	★ ★ ★ ★
Communications & Outreach	Strategies for low-belt-use groups	★ ★ ★ ★

Funding Source	405b	Funding Amount	$378,362.76
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$288,362.76	MOE	TBD
Is this Project a part of the TSEP?		Yes X	No

Project Name	**OP LEL Contract for Services**
Project #	18-PT-02-092

Sub-Recipient	Missouri Safety Center			
Project Amount	$75,000			
Project Description				
The Missouri Safety Center employ up to three law enforcement liaisons (LEL) to meet the goals and objectives of the occupant protection program area in order to move toward meeting the 2018 goal.				
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)				
Communications & Outreach	Supporting Enforcement		★ ★ ★ ★	
Funding Source	402	Funding Amount	$75,000.00	
Match Amount	TBD	Indirect Cost	$0	
Local Benefit	$0	MOE	TBD	
Is this Project a part of the TSEP?			Yes X	No

Project Name	**Occupant Protection Enforcement**			
Project #	18-M2OP-05-020			
Sub-Recipient	Missouri Safety Center			
Project Amount	$279,952.86			
Project Description				
The Missouri Safety Center (MSC) will manage this program by encouraging targeted law enforcement agencies to participate in the State's national CIOT occupant protection enforcement and special mobilization efforts. This will be accomplished through sub-award grants to law enforcement agencies, making available overtime funds to increase occupant protection enforcement during the May and June national CIOT campaign, the teen seat belt campaign and the CPS campaign. High Visibility Enforcement is a proven effective strategy used to increase seat belt use.				
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)				
Seat Belt Law Enforcement	Short term, high visibility seat belt law enforcement		★ ★ ★ ★ ★	
Seat Belt Law Enforcement	Short high-visibility CR law enforcement		★ ★ ★ ★ ★	
Seat Belt Law Enforcement	Sustained enforcement		★ ★ ★	
Communications & Outreach	Supporting enforcement		★ ★ ★ ★	
Communications & Outreach	Strategies for low-belt-use groups		★ ★ ★ ★	
Funding Source	405b	Funding Amount	$279,952.86	
Match Amount	TBD	Indirect Cost	$29,994.95	
Local Benefit	$218,588.00	MOE	TBD	
Is this Project a part of the TSEP?			Yes X	No

Project Name	**Youth Seat Belt Media Campaign**		
Project #	18-M2PE-05-002		
Sub-Recipient	Highway Safety Office		
Project Amount	$225,000.00		
Project Description			
The funding will allow the HSO to work with a media agency to create or revise a media campaign regarding teen seat belt use. The media should include TV, radio, internet, social media and any other media outlets available.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Communications and Outreach	Communications and Outreach Strategies for Older Children		★★
Communications and Outreach	Communications and Outreach Strategies for Child Restraint and Booster Seat Use		★★★
Funding Source	405b	Funding Amount	$225,000.00
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?		Yes X	No

Project Name	**THSD-Statewide 405b OP Low**		
Project #	18-M2X-05-000		
Sub-Recipient	Highway Safety Office		
Project Amount	$836,000.00		
Project Description			
This project is for a statewide effort to improve occupant protection programs. When needed, this account will be reduced to fund specific sub-recipient agreements.			
Funding Source	405b	Funding Amount	$836,000.00
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$750,000.00	MOE	TBD
Is this Project a part of the TSEP?		Yes	No X

Project Name	**THSD-Statewide PTS**		
Project #	18-PT-02-000		
Sub-Recipient	Highway Safety Office		
Project Amount	$2,335,000.00		
Project Description			
This project is for a statewide effort to improve police traffic services programs. When needed, this account will be reduced to fund specific sub-recipient agreements.			
Funding Source	405b	Funding Amount	$2,335,000.00
Match Amount	TBD	Indirect Cost	$0

Local Benefit	$2,000,000.00	MOE	TBD		
Is this Project a part of the TSEP?				Yes	No X

2011-2015 Unrestrained Occupants

Fatalities by Age

Age	Fatalities	Percent of Total Fatalities
0-9	20	1.10%
10-19	243	13.36%
20-29	447	24.57%
30-39	310	17.04%
40-49	249	13.69%
50-59	230	12.64%
60-69	161	8.85%
>=70	157	8.63%
Unknown	2	0.11%
Total	1,819	100.00%

Unrestrained Occupants includes drivers and passengers of vehicles subject to the seat belt law.

Fatalities by Roadway Designation

Roadway Designation	Fatalities	Percent of Total Fatalities
Interstates	191	10.50%
US Numbered Routes	262	14.40%
MO Lettered Routes	391	21.50%
MO Numbered Routes	451	24.79%
Loop (Interstate only)	7	0.38%
Business	7	0.38%
City Street	210	11.54%
Ramp	25	1.37%
County Road	259	14.24%
Outer Road	13	0.71%
National Forest Service	1	0.05%
Private	2	0.11%
Total	1,819	100.00%

Fatalities by Time of Day

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	412	22.65%
6:00 am - 11:59 am	374	20.56%
Noon - 5:59 pm	545	29.96%
6:00 pm - 11:59 pm	488	26.83%
Total	1,819	100.00%

Unrestrained Occupant Fatalities by Occupant Vehicle Type

Vehicle Type	Unrestrained Occupant Fatalities	Percent of Total Fatalities
Passenger Car	870	47.83%
SUV	337	18.53%
Van	79	4.34%
Motor Home	2	0.11%
Pick Up	481	26.44%
Large Trucks	48	2.64%
Passenger Van	2	0.11%
Total	1,819	100.00%

Distracted Drivers

Problem Identification

Distracted driving is a diversion of the driver's attention from activities critical to safe driving. There is a growing body of evidence which suggests driver distractions, both inside and outside of the vehicle, are becoming increasingly large contributors to traffic crashes. While many drivers drive distracted, it is difficult for law enforcement to determine after a crash. Without specifically checking cell phone records (which requires a warrant), a crash is often attributed to other circumstances.

A 2011 study (Crashes Involving Cell Phones) by the National Safety Council found that cell phone usage may be underreported by as much as 50 percent. It is estimated that drivers engage in a secondary task between one-quarter and one-half of the time they drive. According to a recent Naturalistic Driving study by Virginia Tech Transportation Institute, a risk for being involved in a critical incident is 23 times greater if the driver texts while driving. During the last five years (2011-2015), 12 percent of Missouri fatal crashes involved a distracted driver. Twenty-five percent of the distracted drivers involved in fatal crashes in the last five years were between 15 and 24 years of age.

Prior Year Performance

Distracted driving projects funded by the Highway Safety Office include all behaviors that take a drivers attention away from the driving task, including but not limited to, cell phones, GPS, eating, passengers and driving while drowsy.

There were 102 distracted driving fatalities in 2015, thereby not meeting the goal of 70 by 2016. The Highway Safety office will continue to encourage law enforcement to conduct high visibility enforcement looking for distracted drivers through the HMV grants. Teen and adult education will also continue in the area using school presentations and media campaigns.

Distracted Drivers Funding Summary	
Education	**$9,500.00**
Enforcement	**$**
EMS	**$**
Engineering	**$**
Data	**$**
TOTAL	**$9,500.00**

Other Funding Sources, Documents and Data to Achieve Goals

The Missouri Coalition for Roadway Safety will continue to be instrumental in helping to reduce the number of fatalities and serious injuries by providing funding support for distracted driving projects.

Other Performance Measure Goals

1. To decrease speeding distracted driving fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 97.2 (2011-2015 moving average) to 86.8 (2014-2018 moving average) by December 31, 2018.
2. To decrease speeding distracted driving serious injuries by 4.0 percent annually, resulting in a change to the 2014-2018 moving average from 846.6 (2011-2015 moving average) to 594.6 (2014-2018 moving average) by December 31, 2018.

Education Countermeasures

Project Name	**It Only Takes One**			
Project #	18-TSP-14-001			
Sub-Recipient	Highway Safety Office			
Project Amount	$9,500.00			
Project Description				
The It Only Takes One campaign is a statewide high school competition that provides peer-to-peer education on seat belt use, distracted driving and underage drinking and driving and gives student groups the opportunity to educate teens, parents and their community about the dangers teens face while driving, including distracted driving. The competition includes educational campaigns, surprise safety belt surveys and the creation of a public service announcement. The funding will provide winning schools grant funding to continue to educate the school on distracted driving issues.				
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)				
Communications & Outreach	Distracted driving		★	
Funding Source	402	Funding Amount	$9,500.00	
Match Amount	TBD	Indirect Cost	$0	
Local Benefit	$0	MOE	TBD	
Is this Project a part of the TSEP?			Yes	No X

2011-2015 Distracted Driving Involved

Fatalities by Age

Age	Fatalities	Percent of Total Fatalities
0-9	15	3.09%
10-19	59	12.14%
20-29	89	18.31%
30-39	66	13.58%
40-49	61	12.55%
50-59	77	15.84%
60-69	50	10.29%
>=70	69	14.20%
Total	486	100.00%

Includes everyone killed involving at least one distracted driver.

Fatalities by Roadway Designation

Roadway Designation	Fatalities	Percent of Total Fatalities
Interstates	61	12.55%
US Numbered Routes	84	17.28%
MO Lettered Routes	93	19.14%
MO Numbered Routes	138	28.40%
Loop (Interstate only)	2	0.41%
Business	4	0.82%
City Street	38	7.82%
Ramp	1	0.21%
Private	1	0.21%
Department of Defense	1	0.21%
County Road	59	12.14%
Outer Road	4	0.82%
Total	486	87.04%

Fatalities by Time of Day

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	65	13.37%
6:00 am - 11:59 am	111	22.84%
Noon - 5:59 pm	193	39.71%
6:00 pm - 11:59 pm	117	24.07%
Total	486	100.00%

Distracted Driver Vehicles Involved in Fatal Crashes

Vehicle Type	Vehicle Body Type	Percent of Total Fatalities
Passenger Car	181	39.87%
SUV	78	17.18%
Van	29	6.39%
Bus	2	0.44%
Motorcycle	34	7.49%
Motor Home	1	0.22%
Farm Implement	1	0.22%
ATV	6	1.32%
Pick Up	85	18.72%
Large Trucks	35	7.71%
Cargo Van	1	0.22%
Passenger Van	1	0.22%
Total	454	100.00%

Young Drivers

Problem Identification
Traffic crashes are the leading cause of death among youth in Missouri, accounting for 12 percent of traffic fatalities during the last five years. Although only comprising approximately 8 percent of Missouri licensed drivers, young drivers were involved in nearly 20 percent of fatal and serious injury crashes during the last five years. These early driving years are of particular concern because of driver inexperience and the high frequency of risky behaviors such as speeding, distracted and drowsy driving, alcohol/drug use and failing to use safety belts.

The top 5 contributing circumstances attributable to young drivers of motor vehicles involved in 2011-2015 Missouri fatal and serious injury crashes were:

1. Driving Too Fast for Conditions
2. Distracted / Inattentive
3. Failed to Yield
4. Improper Lane Usage / Change
5. Speed Exceeded Limit

Prior Year Performance
Young driver programs funded by the Highway Safety Office include a wide focus area, including seat belt use, underage drinking and general safe driving habits.

There were 128 fatalities involving a young driver (age 20 or younger) in 2015, thereby not meeting the goal of 111 by 2016. The HSO will continue to focus on this young driving age group with the seat belt and distracted driving messages. Law enforcement will also be reminded that the GDL law creates a primary seat belt law for those under 18 years old.

Young Driver Funding Summary	
Education	**$271,346.32**
Enforcement	**$**
EMS	**$**
Engineering	**$**
Data	**$**
TOTAL	**$271,346.32**

Other Funding Sources, Documents and Data to Achieve Goals

The Missouri Coalition for Roadway Safety will continue to be instrumental in helping to reduce the number of fatalities and serious injuries by providing funding support for young driver focused projects.

In 2015, a Missouri Teen Driving Review SWOT Analysis was conducted by GHSA Consulting Services. The analysis provided Missouri with helpful insights and recommendations for improving the young driver programs.

Core Performance Measure Goals
1. To decrease drivers age 20 or younger involved in fatal crashes by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 118.4 (2011-2015 moving average) to 112.7 (2014-2018 moving average) by December 31, 2018.

Other Performance Measure Goals
1. To decrease drivers age 20 or younger involved in serious injury crashes by 4.0 percent annually, resulting in a change to the 2014-2018 moving average from 865.2 (2011-2015 moving average) to 748.9 (2014-2018 moving average) by December 31, 2018.

Education Countermeasures

Project Name	**TRACTION – *Teens Taking Action to Prevent Traffic Crashes***		
Project #	18-CP-09-003		
Sub-Recipient	Cape Girardeau Safe Communities		
Project Amount	$163,996.32		
Project Description			
TRACTION -*Teens Taking Action to Prevent Traffic Crashes* is a peer-to-peer youth traffic safety leadership training program. High school students and advisors are invited to attend one of three training programs as a school team. The training promotes safe driving habits for youth including seat belt use, distracted driving and underage drinking and driving and provides students and their adult advisors with the motivation, information, skills, and support necessary to develop a plan of action that addresses unsafe driving habits through events and activities to be implemented within their school and communities the following year. The funding will provide staff, supplies, conference development and travel costs to conduct three conferences and one one-day workshop.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Underage Drinking and Drinking and Driving	Youth Programs		★★
Other Strategies	School Programs		★★★
Funding Source	402	Funding Amount	$163,996.32
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$163,996.32	MOE	TBD

Is this Project a part of the TSEP?		Yes	No X

Project Name	**MADD Power of Parents and Power of Youth**		
Project #	18-154-AL-022		
Sub-Recipient	Mothers Against Drunk Driving		
Project Amount	$53,500.00		
Project Description			
MADD Power of Parents and Power of Youth programs are part of a community mobilization to educate entire communities about the dangers and impact of underage alcohol use. Power of Parents seeks to equip parents to have intentional, ongoing and potentially lifesaving conversations about alcohol with their kids. Power of Youth empowers teens to resist peer pressure to make smart, healthy decisions about not drinking alcohol before they turn 21 and to never get in a car with someone who has been drinking. Missouri's hopes for a safer future are riding on tomorrow's drivers and we want to get our youth off to a good start. MADD is focused on tackling underage drinking, a problem that threatens the safety of our kids and endangers entire communities, now and down the road. Funding will be used to support travel, training, educational materials and operational expenses of the program.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Underage Drinking and Drinking and Driving	Youth Programs		★★
Funding Source	154 AL	Funding Amount	$53,500.00
Match Amount	TBD	Indirect Cost	$4,864.00
Local Benefit	$53,500.00	MOE	TBD
Is this Project a part of the TSEP?		Yes	No X

Project Name	**TyREDD**		
Project #	10-SA-09-003		
Sub-Recipient	TYREDD		
Project Amount	$25,000.00		
Project Description			
The TyREDD program (Tyler Raising Education for Drowsy Driving) brings awareness of drowsy driving to teens, a topic that is very prevalent in teen lives, however, not discussed in many educational programs. The TyREDD mission is to raise awareness and provide education for the prevention of drowsy driving and the tragedies that can follow. Funding will be used to support program development and salary of presenters.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Other Strategies	School Programs		★ ★ ★
Funding Source	402	Funding Amount	$25,000.00
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$25,000.00	MOE	TBD

Is this Project a part of the TSEP?		Yes	No X

Project Name	**Teen Driving Programs**		
Project #	18-CP-09-005		
Sub-Recipient	Highway Safety Office		
Project Amount	$28,850.00		
Project Description			
The funding from the program will be used to update and reprint the Roadwise Guide and other brochures for distribution and initiate new and support existing young driver safety programs in Missouri.			
Funding Source	402	Funding Amount	$28,850.00
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?		Yes	No X

2011-2015 Young Driver Involved

Fatalities by Age

Age	Fatalities	Percent of Total Fatalities
0-9	15	2.32%
10-19	318	49.23%
20-29	123	19.04%
30-39	31	4.80%
40-49	40	6.19%
50-59	32	4.95%
60-69	29	4.49%
>=70	58	8.98%
Total	646	100.00%

Includes everyone killed in crashes involving at least one young driver.

Fatalities by Roadway Designation

Roadway Designation	Fatalities	Percent of Total Fatalities
Interstates	46	7.12%
US Numbered Routes	100	15.48%
MO Lettered Routes	105	16.25%
MO Numbered Routes	153	23.68%
Loop (Interstates only)	4	0.62%
Business	4	0.62%
City Street	107	16.56%
Ramp	7	1.08%
County Road	111	17.18%
Outer Road	8	1.24%
National Forest Service	1	0.15%
Total	646	100.00%

Fatalities by Time of Day

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	109	16.87%
6:00 am - 11:59 am	91	14.09%
Noon - 5:59 pm	232	35.91%
6:00 pm - 11:59 pm	214	33.13%
Total	646	100.00%

Young Driver Vehicles Involved in Fatal Crashes

Vehicle Type	Vehicle Body Type	Percent of Total Fatalities
Passenger Car	325	56.52%
SUV	84	14.61%
Van	10	1.74%
Motorcycle	18	3.13%
ATV	10	1.74%
Farm Imp.	2	0.35%
Pick Up	122	21.22%
Large Trucks	4	0.70%
Total	575	100.00%

OLDER DRIVERS 65 YEARS OF AGE AND OVER

Continuing to drive safely and enjoying alternative transportation means enhanced mobility and independence for older adults in Missouri. These factors heavily influence the quality of life for older adults and their friends and families.

Statewide data reveals that the number of Missourians age 65 or over is projected to grow exponentially during the next 13 years, bringing the total number of older adults to an estimated 1.4 million (source: Missouri Office of Administration). This represents an 87 percent increase in older adults since the year 2000. This is not surprising given that across the nation 10,000 people will turn 65 every day through 2030. Statewide, adults 65 and over will make up more than 21 percent of the population by 2030. Many Missouri counties can expect 1 in 4 of their residents to be 65 or over at that time.

Missourians are living longer and desire to remain active in the community, which means there is a need to maintain independence and mobility; however, medical conditions that may impair driving ability become more likely in older age. Whether older adults have the capacity to meet their transportation needs is often measured by how many hold a valid driver license. In 2015, 813,730 people age 65 or older held a Missouri driver license. They accounted for 19 percent of the 4,224,657 persons licensed in the state (source: Missouri Department of Revenue). During the years of 2011 – 2015, 785 drivers over 65 years old were involved in fatal car crashes.

Additionally, as people age, fitness-to-drive (the ability to drive safely) can be compromised by changes in vision, movement, thinking and memory, or even use of certain medications. These risks increase in advanced older age, as does the risk of injury when a crash does occur. Our society is highly mobile. In some areas of the state, driving may be one of the few means of transportation, and the car remains important to many older Missourians. Although cars today are safer, new technology takes time to be incorporated into the overall vehicle fleet.

Prior Year Performance

The older driver programs conducted through Highway Safety funding have involved exercises for the driver; training for the driver and medical staff; and education on assessment tools and resources available. Focus has also been placed on developing a Traffic Sign Naming Test and a Written Exam for Driving Decisions as a means of assessing driving performance in older adults with and without dementia.   These research projects have proven to be beneficial to healthcare providers in assessing and advising neurologically-impaired drivers and their families about the option of returning safely to driving or adjusting to being a non-driver in the short- or long-term.

In 2015, there were 198 fatalities and 753 serious injuries involving older drivers, thereby not meeting Missouri's 2016 goal of 117 fatalities and 632 serious injuries. Missouri plans to

continue to reach the older driver population with outreach from Safe Communities programs conducting Fitness to Drive and the research and training conducted to the older drivers and families to assess driving ability and encourage driving retirement when needed.

Older Driver Funding Summary	
Education	$309,112.31
Enforcement	$
EMS	$
Engineering	$
Data	$
TOTAL	$309,112.31

Other Funding Sources, Documents and Data to Achieve Goals

The Missouri Coalition for Roadway Safety will continue to be instrumental in helping to reduce the number of fatalities and serious injuries by providing funding support for aggressive driving projects.

Other Performance Measure Goals

1. To decrease older driver involved fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 157.0 (2011-2015 moving average) to 189.1 (2014-2018 moving average) by December 31, 2018.
2. To decrease older driver involved serious injuries by 4.0 percent annually, resulting in a change to the 2014-2018 moving average from 752.8 (2011-2015 moving average) to 726.0 (2014-2018 moving average) by December 31, 2018.

Education Countermeasures

Project Name	**Older Driver Program Activities**		
Project #	18-DE-02-002		
Sub-Recipient	Highway Safety Office		
Project Amount	$2,500.00		
Project Description			
The HSO will continue to research, develop and implement driver education seminars for the aging driver, to include how to refresh their driving skills, age-specific traffic safety issues, and effects of medication and physical conditions on driving ability.			
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Communications and Outreach	Formal courses for older drivers		★★
Communications and Outreach	General communications and education		★★
Funding Source	402	Funding Amount	$2,500.00
Match Amount	TBD	Indirect Cost	$0

Local Benefit	$0		MOE	TBD	
Is this Project a part of the TSEP?				Yes	No X
Project Name	**Driving Safety Predictors – Traffic Signs**				
Project #	18-DL-02-001				
Sub-Recipient	Washington University				
Project Amount	$140,472.31				

Project Description
The Highway Safety Office continues to work with Washington University to produce and implement countermeasures that reduce crashes involving older drivers. This project will focus on refining the scoring procedures for the Traffic Sign Naming Test and the correlation with the on-road testing. In addition, an on-line training program will be developed for standardization of the Traffic Sign Naming Test which will be available for use by licensure testing and renewal staff, driving researchers and driving rehabilitation specialists. The funding for this research project will cover salaries, consultant services, lab testing fees, operational and travel expenses, and indirect costs.

Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Licensing	License screening and testing		★ ★ ★ ★
Communication and Outreach	General communications and education		★★
Funding Source	402	Funding Amount	$140,472.31
Match Amount	TBD	Indirect Cost	$28,986.00
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?		Yes	No X

Project Name	**Fitness to Drive Risk in Rehab Patients**		
Project #	18-DL-02-002		
Sub-Recipient	Washington University		
Project Amount	$128,592.00		

Project Description
Washington University will develop and promote fitness-to-drive screening and assessment tools relevant to stakeholders (professionals, older drivers, families, and community members), as well as resources that promote safe driving, ultimately furthering the field of driver evaluation and rehabilitation as an area of practice. The funding for this research project will cover salaries, equipment, lab fees, travel expenses and indirect costs.

Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)			
Licensing	License screening and testing		★ ★ ★ ★
Communication and Outreach	General communications and education		★★
Funding Source	402	Funding Amount	$128,592.00

Match Amount	TBD	Indirect Cost	$26,535.00	
Local Benefit	$0	MOE	TBD	
Is this Project a part of the TSEP?			Yes	No X

Project Name	**Keep Your Keys Project**			
Project #	18-DE-02-001			
Sub-Recipient	University of Missouri Curators			
Project Amount	$37,548.00			
Project Description				
The University of Missouri – Columbia will be providing training to older drivers and family members or caregivers on the issues of aging and driving. The Keep Your Keys Program will provide non-objective information for the older driver to use in making an informative decision about their current driving status. This program will open the discussion to plan for driving retirement. Project costs include printing of educational materials, marketing of training program, operational expenses, part-time staff positions, and indirect costs.				
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)				
Communications and Outreach	General communications and education		★★	
Funding Source	402	Funding Amount	$37,548.00	
Match Amount	TBD	Indirect Cost	$7,748.00	
Local Benefit	$0	MOE	TBD	
Is this Project a part of the TSEP?			Yes	No X

2011-2015 Older Driver Involved

Fatalities by Age

Age	Fatalities	Percent of Total Fatalities
0-9	6	0.76%
10-19	21	2.68%
20-29	33	4.20%
30-39	32	4.08%
40-49	38	4.84%
50-59	34	4.33%
60-69	185	23.57%
>=70	436	55.54%
Total	785	100.00%

Includes everyone killed in crashes involving at least one older driver.

Fatalities by Roadway Designation

Roadway Designation	Fatalities	Percent of Total Fatalities
Interstates	91	11.59%
US Numbered Routes	189	24.08%
MO Lettered Routes	117	14.90%
MO Numbered Routes	238	30.32%
Loop (Interstates only)	4	0.51%
Business	9	1.15%
City Street	62	7.90%
Ramp	4	0.51%
County Road	58	7.39%
Outer Road	11	1.40%
Private	2	0.25%
Total	785	100.00%

Fatalities by Time of Day

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	44	5.61%
6:00 am - 11:59 am	257	32.74%
Noon - 5:59 pm	348	44.33%
6:00 pm - 11:59 pm	136	17.32%
Total	785	100.00%

Older Driver Vehicles Involved in Fatal Crashes

Vehicle Type	Vehicle Body Type	Percent of Total Fatalities
Passenger Car	336	42.80%
SUV	109	13.89%
Van	57	7.26%
Motorcycle	33	4.20%
ATV	5	0.64%
Motor Home	3	0.38%
Farm Imp.	8	1.02%
Construction/Heavy Equip	1	0.13%
Other/Unknown	4	0.51%
Pick Up	159	20.25%
Large Trucks	30	3.82%
School Bus	1	0.13%
Passenger Van	1	0.13%
Total	747	100.00%

Commercial Motor Vehicles

Problem Identification

Commercial motor vehicles make up approximately 20 percent of all traffic on Missouri interstates. Between 2011 and 2015, CMVs were involved in 9 percent of all traffic crashes, 14 percent of fatal traffic crashes, and 8 percent of serious injury crashes in Missouri. It's a common misconception that the CMV driver is usually responsible for the crash. During the last five years, when analyzing the known CMV drivers involved in fatal and serious injury crashes, 55 percent had no contributing circumstance to the crashes.

The Motor Carrier Safety Assistance Program (MCSAP) is a federal grant program that provides financial assistance to states to reduce the number and severity of crashes and hazardous materials incidents involving commercial motor vehicles. The goal of the MCSAP is to reduce CMV involved crashes, fatalities, and injuries through consistent, uniform and effective CMV safety programs. Investing grant monies in appropriate safety programs will increase the likelihood that safety defects, driver deficiencies, and unsafe motor carrier practices will be detected and corrected before they become contributing factors to crashes. The Traffic and Highway Safety Division administers MCSAP, but the MCSAP program operates under a separate federal grant. Goals, benchmarks and strategies are outlined within the Commercial Vehicle Safety Plan (CVSP), which is submitted to the Federal Motor Carrier Safety Administration.

Goals, benchmarks and strategies are outlined within the Commercial Vehicle Safety Plan (CVSP), which is suited to the Federal Motor Carrier Safety Administration.

2011-2015 CMV Driver Involved

Fatalities by Age

Age	Fatalities	Percent of Total Fatalities
0-9	12	2.13%
10-19	53	9.40%
20-29	100	17.73%
30-39	76	13.48%
40-49	89	15.78%
50-59	92	16.31%
60-69	63	11.17%
>=70	79	14.01%
Total	564	100.00%

Includes everyone killed in crashes involving at least one CMV driver.

Fatalities by Roadway Designation

Roadway Designation	Fatalities	Percent of Total Fatalities
Interstates	156	27.66%
US Numbered Routes	133	23.58%
MO Lettered Routes	63	11.17%
MO Numbered Routes	141	25.00%
Business	1	0.18%
Loop	3	0.53%
City Street	33	5.85%
Ramp	7	1.24%
County Road	20	3.55%
Department of Defense	1	0.18%
Outer Road	6	1.06%
Total	564	100.00%

Fatalities by Time of Day

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	77	13.65%
6:00 am - 11:59 am	161	28.55%
Noon - 5:59 pm	215	38.12%
6:00 pm - 11:59 pm	111	19.68%
Total	564	100.00%

Vehicle Body Types Involved in Fatal CMV Crashes

Vehicle Type	Vehicle Body Type	Percent of Total Fatalities
Passenger Car	230	22.59%
Station Wagon	3	0.29%
SUV	70	6.88%
Van	24	2.36%
School Bus	21	2.06%
Other	4	0.39%
Motorcycle	30	2.95%
ATV	2	0.20%
Bicycle	4	0.39%
Motor Home	1	0.10%
Farm Imp.	1	0.10%
Construction/Implement	1	0.10%
Pick Up	147	14.44%
Large Trucks	476	46.76%
Passenger Van	2	0.20%
Cargo Van	2	0.20%
Total	1018	100.00%

Motorcycle Crashes

Problem Identification

A motorcycle is inherently more difficult to operate than a passenger vehicle, requiring more physical skill and offering riders almost no protection in a crash. Between 2011 and 2015 in Missouri, motorcycle operators were involved in 452 fatalities. Of those 452, 448 were the motorcycle drivers and/or riders. Motorcycles currently represent 2 percent of the registered vehicles in Missouri but were involved in 12 percent of all fatal traffic crashes during the last five years (2011-2015).

An area of particular concern is the number of unlicensed and improperly licensed motorcycle operators involved in crashes. Between 2011 and 2015, 40 percent of the motorcycle involved fatalities involved an unlicensed or improperly licensed motorcycle operator.

Prior Year Performance

Projects funded by the Highway Safety Office in the motorcycle safety program area focus on driver awareness and motorcyclist safety. There were 97 motorcyclist fatalities in 2015, thereby not meeting the goal of 84 by 2016. There were 7 unhelmeted fatalities in 2015. The 2016 goal for unhelmeted fatalities used in the 2016 Annual Report included non-DOT compliant helmeted motorcyclists.   The Highway Safety Office will continue it's efforts to encourage drivers to always be aware of their surroundings and Watch for Motorcycles. Funding will also be used for media efforts for both motorcyclists and vehicle drivers.

Motorcycle Crashes Funding	
Education	$250,000.00
Enforcement	$
EMS	$
Engineering	$
Data	$
Carry Forward	$ 90,000.00
TOTAL	$340,000.00

Other Funding Sources, Documents and Data to Achieve Goals

The Missouri Coalition for Roadway Safety will continue to be instrumental in helping to reduce the number of fatalities and serious injuries by providing funding support for motorcycle safety projects.

Core Performance Measure Goals

1. To decrease motorcyclist fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 89.6 (2011-2015 moving average) to 106.4 (2014-2018 moving average) by December 31, 2018.
2. To decrease unhelmeted motorcyclist fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 8.0 (2011-2015 moving average) to 8.9 (2014-2018 moving average) by December 31, 2018.

Other Performance Measure Goals

1. To decrease fatalities involving unlicensed/improperly licensed motorcycle operators by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 29.6 (2011-2015 moving average) to 36.7 (2014-2018 moving average) by December 31, 2018. *(Missouri's crash report was modified in calendar year 2012. Variances in the 2011 versus 2012 crash report affected the baseline data for 2011-2015.)*

Education Countermeasures

Project Name	**Motorcycle Safety Initiatives**				
Project #	18-M9MA-12-001				
Sub-Recipient	Highway Safety Office				
Project Amount	$95,000.00				
Project Description					
The funding will be used to purchase yard signs for distribution statewide. This program has been extremely popular and helpful in getting the message across to drivers on the importance of looking twice for motorcycles.					
Assessment of Traffic Safety Strategies (Based on NHTSA's "Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 8th Edition, 2015)					
Communications and Outreach	Other driver awareness of motorcyclists			★	
Funding Source	405f		Funding Amount	$95,000.00	
Match Amount	TBD		Indirect Cost	$0	
Local Benefit	$0		MOE	TBD	
Is this Project a part of the TSEP?				Yes	No X

Project Name	**Motorcycle Safety Initiatives**		
Project #	18-PM-02-005		
Sub-Recipient	Highway Safety Office		
Project Amount	$155,000.00		
Project Description			
Funding will provide paid media and outreach efforts reminding motorists to Watch for Motorcycles.			
Funding Source	402	Funding Amount	$155,000.00

Match Amount	TBD	Indirect Cost	$0	
Local Benefit	$0	MOE	TBD	
Is this Project a part of the TSEP?			Yes X	No

Project Name	**THSD-Statewide 405f Motorcycle Program**			
Project #	18-M9X-12-000			
Sub-Recipient	Highway Safety Office			
Project Amount	$90,000.00			
Project Description				
This project is for a statewide effort to improve Motorcycle programs. When needed, this account will be reduced to fund specific sub-recipient agreements.				
Funding Source	405f	Funding Amount	$90,000.00	
Match Amount	TBD	Indirect Cost	$0	
Local Benefit	$0	MOE	TBD	
Is this Project a part of the TSEP?			Yes	No X

2011-2015 Motorcyclists

Fatalities by Age

Age	Fatalities	Percent of Total Fatalities
0-9	0	0.00%
10-19	10	2.30%
20-29	104	23.96%
30-39	74	17.05%
40-49	86	19.82%
50-59	97	22.35%
60-69	50	11.52%
>=70	13	3.00%
Total	434	100.00%

Includes drivers/passengers of motorcycles.

Fatalities by Roadway Designation

Roadway Designation	Fatalities	Percent of Total Fatalities
Interstates	34	7.83%
US Numbered Routes	56	12.90%
MO Lettered Routes	87	20.05%
MO Numbered Routes	120	27.65%
Loop (Interstates only)	5	1.15%
Business	3	0.69%
City Street	77	17.74%
Private	3	0.69%
Ramp	7	1.61%
County Road	37	8.53%
Outer Road	5	1.15%
Total	434	100.00%

Fatalities by Time of Day

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	52	11.98%
6:00 am - 11:59 am	62	14.29%
Noon - 5:59 pm	169	38.94%
6:00 pm - 11:59 pm	151	34.79%
Total	434	100.00%

Vehicle Body Types Involved in Fatal Motorcycle Crashes

Vehicle Type	Vehicle Body Type Involved	Percent of Total Fatalities
Passenger Car	106	14.78%
SUV	62	8.65%
Van	9	1.26%
School Bus	4	0.56%
Motor Home	2	0.28%
Farm Implement	1	0.14%
Pick Up	71	9.90%
Motorcycle	438	61.09%
Large Trucks	23	3.21%
Cargo Van	0	0.00%
Const. Equip/Heavy Machinery	1	0.14%
Total	717	100.00%

Crashes Involving School Buses

Problem Identification

According to the U.S. Department of Transportation, school buses are the safest mode of transportation for getting children back and forth to school. They are designed to be safer than passenger vehicles. However, there are still school bus related fatalities and serious injuries that occur.

From 2011 through 2015, there were 12 fatalities and 85 serious injuries involving school buses. Of those 97 fatalities and serious injuries, 29 were occupants of school buses; six were pedestrians, and 62 were drivers and occupants of other vehicles.

Prior Year Performance

There was 1 fatality involving school buses in 2015, thereby meeting the goal of 2 by 2016.

Other Funding Sources, Documents and Data to Achieve Goals

The Missouri Coalition for Roadway Safety will continue to be instrumental in helping to reduce the number of fatalities and serious injuries by providing funding support for school bus projects.

Other Performance Measure Goals

1. To decrease school bus involved or school bus signal involved fatalities by 2.4 percent annually, resulting in a change to the 2014-2018 moving average from 1.6 (2011-2015 moving average) to 10.6 (2014-2018 moving average) by December 31, 2018.
2. To decrease school bus involved or school bus signal involved serious injuries by 4.0 percent annually, resulting in a change to the 2014-2018 moving average from 17.0 (2011-2015 moving average) to 18.5 (2014-2018 moving average) by December 31, 2018.

Education Countermeasures

The Highway Safety office continues membership of the Statewide School Bus Task Force. The Task Force is responsible for developing strategies for improving school bus safety, analyzing current state and federal laws and programs, reviewing the issue of seat belts in school buses, recommending legislation and recommending best practices or policies to be implemented by state or local governments to enhance school bus safety.

2011-2015 School Bus/Bus Signal Involved

Fatalities by Age

Age	Fatalities	Percent of Total Fatalities
0-9	1	8.33%
10-19	1	8.33%
20-29	2	16.67%
30-39	2	16.67%
40-49	2	16.67%
50-59	2	16.67%
60-69	1	8.33%
>=70	1	8.33%
Total	12	100.00%

Includes everyone killed in crashes involving a school bus or school bus signal.

Fatalities by Roadway Designation

Roadway Designation	Fatalities	Percent of Total Fatalities
Interstates	0	0.00%
US Numbered Routes	2	16.67%
MO Lettered Routes	5	41.67%
MO Numbered Routes	1	8.33%
Loop (Interstates only)	0	0.00%
Business	0	0.00%
City Street	2	16.67%
Ramp	0	0.00%
County Road	1	8.33%
Outer Road	1	8.33%
Other	0	0.00%
Total	12	100.00%

Fatalities by Time of Day

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	0	0.00%
6:00 am - 11:59 am	5	41.67%
Noon - 5:59 pm	7	58.33%
6:00 pm - 11:59 pm	0	0.00%
Total	12	100.00%

Vehicle Body Types Involved in Fatal School Bus/Bus Signal Crashes

Vehicle Type	Vehicle Body Type Involved	Percent of Total Fatalities
SUV	1	5.00%
Van	1	5.00%
School Bus	10	50.00%
Motorcycle	5	25.00%
Pick Up	3	15.00%
Total	20	100.00%

<u>Vulnerable Roadway Users</u>

Pedestrians
Problem Identification
Walking is an essential transportation mode for many
Missourians. For transit or motor vehicle users, every trip
begins and ends as a pedestrian. Public health, economic, and
environmental factors are elevating the importance of this
mode. Many Missourians do not have access to a personal
vehicle, are not physically capable of driving, simply decide not to drive, or delay licensure.
Across Missouri, communities are responding with changes to land-use development practices
and complete streets policies.

Many of the urban areas like St. Louis, Kansas City, Springfield and Columbia have robust
pedestrian networks.

Motor vehicle crashes involving pedestrians do not occur in extremely large numbers, but when
a pedestrian is involved in a traffic crash, the potential for injury or death is much greater. From
2012 through 2015, pedestrian involved crashes comprised less than 1 percent of all crashes,
but accounted for 10 percent of all fatalities and 5 percent of all serious injuries in
Missouri.

Pedestrian age and vehicle speed are the two most significant factors determining the outcome
of a crash. This is especially true for children and older pedestrians. Research shows that
pedestrians hit by a vehicle traveling 20 mph have a 5 percent chance of death, whereas those
struck at 40 mph have an 85 percent chance of death.

Pedestrian trips are a larger percentage of all trips in the urbanized areas of the state. Of the
2011-2015 Missouri pedestrian fatalities, 76 percent occurred in urban areas and 24 percent
occurred in rural areas. The Vision Zero approach to traffic safety, which began in Sweden and
has now been adopted in Missouri, views traffic deaths and serious injuries as preventable not
inevitable.

When evaluating pedestrian crashes in Missouri, it is important to know how a pedestrian is
defined. The general perception of a pedestrian is an individual who has chosen walking as their
preferred mode of transportation. For the purposes of traffic safety, the definition is broader
and includes anyone on foot or using a wheelchair. For example, a person who intentionally
exits a vehicle and then is struck by another vehicle is considered a pedestrian.

Prior Year Performance
Pedestrian safety projects funded by the Highway Safety office focused on the engineering
aspect of pedestrian safety and creating safer streets for pedestrians. There were 104
pedestrian fatalities in 2015, thereby not meeting the goal of 71 by 2016. The projects funded

for FY2018 will focus on educating the public, both pedestrians and drivers. The media campaign planned for the coming year titled, "Safety. It's a Two Way Street" will be used on all paid and earned media campaigns.

Other Funding Sources, Documents and Data to Achieve Goals

The Missouri Coalition for Roadway Safety will continue to be instrumental in helping to reduce the number of fatalities and serious injuries by providing funding support for pedestrian safety projects.

The City of St. Louis has also been recognized by NHTSA as a Pedestrian Safety Focus City. Since then, MoDOT and the City of St. Louis have partnered to create a City of St. Louis Pedestrian Safety Action Plan and continue to review and update the plan. This document helps guide pedestrian projects in the City of St. Louis.

Core Performance Measure Goals

1. To decrease pedestrian fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 80.2 (2011-2015 moving average) to 89.1 (2014-2018 moving average) by December 31, 2018.

2011-2015 Pedestrians

Fatalities by Age

Age	Fatalities	Percent of Total Fatalities
0-9	21	5.13%
10-19	37	9.05%
20-29	86	21.03%
30-39	51	12.47%
40-49	65	15.89%
50-59	69	16.87%
60-69	33	8.07%
>=70	47	11.49%
Total	409	100.00%

Includes all pedestrians.

Fatalities by Roadway Designation

Roadway Designation	Fatalities	Percent of Total Fatalities
Interstates	89	21.76%
US Numbered Routes	65	15.89%
MO Lettered Routes	22	5.38%
MO Numbered Routes	81	19.80%
Loop (Interstates only)	6	1.47%
Business	4	0.98%
City Street	102	24.94%
Ramp	2	0.49%
County Road	22	5.38%
Outer Road	15	3.67%
Department of Defense	1	0.24%
Total	409	100.00%

Fatalities by Time of Day

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	102	24.94%
6:00 am - 11:59 am	49	11.98%
Noon - 5:59 pm	73	17.85%
6:00 pm - 11:59 pm	185	45.23%
Total	409	100.00%

Vehicle Body Types Involved in Fatal Pedestrian Crashes

Vehicle Type	Vehicle Body Type Involved	Percent of Total Fatalities
Passenger Car	199	42.43%
SUV	80	17.06%
Van	20	4.26%
School Bus	8	1.71%
Motorcycle	2	0.43%
Farm Implements	1	0.21%
Construction Equip	2	0.43%
Other/Unknown	23	4.90%
Pick Up	89	18.98%
Large Trucks	45	9.59%
Total	469	100.00%

Bicyclists
Problem Identification

Bicycling is an essential transportation mode for many Missourians. Public health, economic, and environmental factors are elevating the importance of this mode. Across Missouri, communities are responding with changes to land-use development practice and complete streets policies. Many of the urban areas like St. Louis, Kansas City, Springfield and Columbia have robust bicycling networks.

While bicycling is a safe and healthy mode of travel, potential crashes with motorized vehicles make these road users vulnerable to serious injury or death if struck. Between 2011 and 2015, cyclists made up .08 percent (25 of 4,005) of the total statewide fatalities.

Between 2011 and 2015, only one of the 25 Missouri bicycle fatalities was female. The Vision Zero movement in some cities has led to grassroots change in how roadway deaths are viewed crashes involving pedestrians and bicyclists are preventable.

Prior Year Performance

Bicycle safety projects funded by the Highway Safety office focused on the engineering aspect of bicycle safety and creating safer streets for bicyclists. There were 9 pedestrian fatalities in 2015, thereby not meeting the goal of 4 by 2016. The projects funded for FY2018 will focus on educating the public, both bicyclists and drivers. The media campaign planned for the coming year titled, "Safety. It's a Two Way Street" will be used on all paid and earned media campaigns.

Other Funding Sources, Documents and Data to Achieve Goals

The Missouri Coalition for Roadway Safety will continue to be instrumental in helping to reduce the number of fatalities and serious injuries by providing funding support for bicycle safety projects.

Core Performance Measure Goals

1. To decrease bicyclist fatalities by 7.0 percent annually, resulting in a change to the 2014-2018 moving average from 5.0 (2011-2015 moving average) to 8.4 (2014-2018 moving average) by December 31, 2018.

2011-2015 Bicyclists

Fatalities by Age

Age	Fatalities	Percent of Total Fatalities
0-9	0	0.00%
10-19	6	25.00%
20-29	3	12.50%
30-39	4	16.67%
40-49	4	16.67%
50-59	4	16.67%
60-69	0	0.00%
>=70	3	12.50%
Total	24	100.00%

Includes all bicyclists.

Fatalities by Roadway Designation

Roadway Designation	Fatalities	Percent of Total Fatalities
Interstates	2	8.33%
US Numbered Routes	3	12.50%
MO Lettered Routes	2	8.33%
MO Numbered Routes	5	20.83%
Loop (Interstates only)	0	0.00%
Business	1	4.17%
City Street	10	41.67%
Ramp	0	0.00%
County Road	0	0.00%
Outer Road	1	4.17%
Other	0	0.00%
Total	24	100.00%

Fatalities by Time of Day

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	3	12.50%
6:00 am - 11:59 am	2	8.33%
Noon - 5:59 pm	8	33.33%
6:00 pm - 11:59 pm	11	45.83%
Total	24	100.00%

Vehicle Body Types Involved in Fatal Bicycle Crashes

Vehicle Type	Vehicle Body Type Involved	Percent of Total Fatalities
Passenger Car	10	37.04%
SUV	8	29.63%
Van	1	3.70%
Pick Up	4	14.81%
Large Trucks	4	14.81%
Total	27	100.00%

Engineering Services and Data Collection

Problem Identification

Engineering is a vital component of a comprehensive approach to improve highway safety. The techniques and strategies engineers use to design and improve roads can have a direct impact on the safety of motorists. Engineering countermeasures to improve safety can be implemented during the design of a roadway or in modifications after a road has already been built. During design, engineers strive to create a roadway environment that mitigates traffic crashes from the start. This can be achieved in various aspects of design: lane widths, the use of shoulders, curve design, signing, striping, rumble strips, etc. However, some roads were designed long before today's safety countermeasures were discovered. As a result, many roads will often be retrofitted to include safety enhancements such as rumble strips, brighter signs and pavement marking, and intersection improvements.

One of the most successful examples of this in Missouri is the statewide application of paved shoulders and rumble stripes on Missouri's most heavily traveled roads. Over 10,000 miles of rumble stripes have been installed. Rumble stripes have proven very beneficial in reducing crashes in which a vehicle leaves its lane or the roadway, one of Missouri's most common severe crash types. Roundabouts and J-Turn intersections are successful examples of how intersections can be improved to eliminate or greatly reduce right angle crashes, another common severe crash type in Missouri.

Engineering Services/Data Collection Funding Summary	
Education	$ 25,000.00
Enforcement	$
EMS	$
Engineering	$ 60,000.00
Data	$1,098,923.85
Carry Forward	$1,278,000.00
TOTAL	$2,461,923.85

Other Funding Sources, Documents and Data to Achieve Goals

The Missouri Coalition for Roadway Safety will continue to be instrumental in helping to reduce the number of fatalities and serious injuries by providing funding support, engineering projects and conferences for the engineering community.

Traffic Records Coordinating Committee (TRCC)

The TRCC plays a role in the creation, approval and evaluation of the data improvement projects. The TRCC consists in developing initial project proposals as well as discusses the

proposals openly in the TRCC monthly meetings. The TRCC through the discussion of proposed projects, prioritize the projects and determine the funding sources, and also works with the custodial agencies to develop and maintain the data quality reporting function.

The Missouri Traffic Records System works towards a formal data quality program with performance indicators for each of the six core system areas. Projects are selected based on recommendations from the most current assessments and their ability to meet six characteristics: timeliness, accuracy, integration, uniformity, accessibility and completeness.

These projects are evaluated on an annual basis to ensure they are in compliance with project milestones and their ability to improve the state's traffic records data systems.

Other Performance Measure Goals
1. To assure there is a robust traffic data system available to assist all data users in development of appropriate traffic safety countermeasures.
2. To move forward in upgrading and integrating the data systems used to collect crash data in the State.
3. To provide adequate training on an annual basis that will support and enhance the ability of state and local agencies in developing accident countermeasures.

Education Countermeasures

Project Name	**Traffic Safety and Blueprint Conference**		
Project #	18-RS-11-002		
Sub-Recipient	University of Missouri Curators		
Project Amount	$25,000.00		
Project Description			
To assist the state engineers and all statewide safety advocates, the Highway Safety office provides funding to coordinate a statewide traffic engineering conference. This conference provides continuing education credit and education on keeping Missouri roadways safe.			
Funding Source	402	Funding Amount	$25,000.00
Match Amount	TBD	Indirect Cost	$6,500.00
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?		Yes	No X

Engineering Countermeasures

Project Name	**Traffic Engineering Assistance Program (TEAP)**
Project #	18-RS-11-001
Sub-Recipient	Highway Safety Office
Project Amount	$60,000.00
Project Description	

It is often necessary for cities and counties to obtain the services of private consulting engineering firms to aid them in correcting safety and operational concerns on local streets and highways. Correction of these problems can require detailed assessment of traffic crash analysis, traffic counts, speed surveys, minor origin and destination studies, non-rapid transit studies, parking supply and demand studies, capacity analysis, lighting analysis and design, traffic control devices (inventory and layout), or traffic signal progression analysis and design. Most cities and counties do not have the personnel with expertise in these areas to perform the necessary analysis. (This is not a complete list of the studies a traffic engineering consultant may be called upon to perform.) This is a support problem where methods of correcting a particular situation must first be examined and determined before they can be implemented or evaluated for effectiveness. In order to provide assistance in this area, the Highway Safety Office allocates funding for consultants to perform this service for the local jurisdictions.

Funding Source	402	Funding Amount	$60,000.00
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?		Yes	No X

Data Countermeasures

Project Name	**E-Citation Projects**	
Department	Project Number	Project Amount
Dexter Police Department	18-M3DA-04-007	$12,187.30
Franklin County Sheriff's Office	18-M3DA-04-008	$29,850.00
Lamar Police Department	18-M3DA-04-009	$29,433.84
Potosi Police Department	18-M3DA-04-010	$9,251.78
Smithville Police Department	18-M3DA-04-014	$61,868.62
Webb City Police Department	18-M3DA-04-006	$21,768.96

Project Description		

This project is a continuation of the software interface designed between the vendor ticketing system and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations.

Funding Source	405c	Funding Amount	$164,360.50
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$164,360.50	MOE	TBD
Is this Project a part of the TSEP?		Yes	No X

Project Name	**Missouri State Highway Patrol Statewide Traffic Accident Records System (STARS)**
Project #	18-M3DA-04-013

Sub-Recipient	Missouri State Highway Patrol		
Project Amount	$188,475.00		
Project Description			
The purpose of this grant proposal is to continue the activities of the Statewide Traffic Accident Records System (STARS) Information Maintenance Project. This project will entail personnel from the Highway Patrol, Patrol Records Division, processing and encoding information from approximately 130,000 - 150,000 motor vehicle crash reports into the STARS. The funding will cover personnel, supplies, consultant services and travel to conferences.			
Funding Source	405c	Funding Amount	$188,475.00
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?		Yes	No X

Project Name	**Missouri State Highway Patrol STARS and FARS Support**		
Project #	18-M3DA-04-011		
Sub-Recipient	Missouri State Highway Patrol		
Project Amount	$115,586.40		
Project Description			
Secure federal funding in order for MSHP to meet our MOU obligation with MoDOT and cover the costs to complete the transition of the STARS from COOL:Gen technology to .NET as well as additional STARS enhancements and knowledge transfer of consultants to MSHP information technology personnel on .NET technology.			
Funding Source	405c	Funding Amount	$115,586.40
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?		Yes	No X

Project Name	**Missouri State Highway Patrol Predictive Analytical Crash Project**
Project #	18-M3DA-04-012
Sub-Recipient	Missouri State Highway Patrol
Project Amount	$26,921.00
Project Description	
The Missouri State Highway Patrol Statistical Analysis Center (SAC) is developing a predictive model to provide law enforcement officers with a crash forecast. This forecast will assist officers in making smarter patrol decisions in hopes of deterring bad driver behavior and preventing traffic crashes. The SAC will also provide other agencies with the forecast through the use of a secure online portal, which will create the Missouri Analytical Traffic Reporting Information Exchange (MATRIX). The goal of the MATRIX is to spur collaboration among all law	

enforcement agencies in Missouri and to encourage them to submit their crash reports electronically. If the SAC is able to receive timely data from other agencies, then they will be able to produce a more accurate crash forecast leading to safer roads across Missouri. The funding will provide consultant services and travel costs.

Funding Source	405c	Funding Amount	$26,921.00	
Match Amount	TBD	Indirect Cost	$0	
Local Benefit	$0	MOE	TBD	
Is this Project a part of the TSEP?			Yes	No X

Project Name	**Office of State Courts Administrator JIS Monitoring and Reporting**			
Project #	18-M3DA-04-001			
Sub-Recipient	Office of State Courts Administrator			
Project Amount	$172,049.59			
Project Description				
The Office of State Courts Administrator (OSCA) is requesting funding to improve the collection and management of traffic records, as well as increase the accuracy and timeliness of reporting disposition information by monitoring the electronic transmission of traffic-related conviction data from the courts to DOR and MSHP to determine if on-site assistance or training/instruction in required to increase to accuracy and timeliness of reporting.				
Funding Source	405c	Funding Amount	$172,049.59	
Match Amount	TBD	Indirect Cost	$0	
Local Benefit	$0	MOE	TBD	
Is this Project a part of the TSEP?			Yes	No X

Project Name	**Show Me Court Implementation**
Project #	18-M3DA-04-002
Sub-Recipient	Office of State Courts Administrator
Project Amount	$185,523.66
Project Description	
The Office of State Courts Administrator (OSCA) is requesting funding to improve the collection and management of traffic records, as well as increase the accuracy and timeliness of reporting disposition information. This will be accomplished by implementing the new case management system, Show-Me Courts, into municipal divisions that currently have no automation, the Judicial Information System (JIS) or some other court software. Show-Me Courts contains the edit checks built into the application, so users will be prompted to fi x or enter the required information at the time the case is initiated. A second part of the Show-Me Court system that should improve the record of conviction reporting is the Prosecutor Portal. This functionality will allow a ticket to be sent electronically from the police department's records management system to the prosecutor portal. The prosecutor will review the tickets and electronically send the information to the court on the cases they wish to file. With this	

process most of the data will be either entered by a person at the police department or received electronically through an e-ticketing system. Since fewer people will be doing data entry throughout the process it should reduce the potential for data entry errors and improve accuracy. Budget items include salary and fringe for an Education Management Analyst, Court Services Management Analyst and an Accountant for the implementation of Show-Me Courts.

Funding Source	405c	Funding Amount	$185,523.66
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD

Is this Project a part of the TSEP?		Yes	No X

Project Name	**REJIS Electronic Records Adoption Improvement**
Project #	18-M3DA-04-003
Sub-Recipient	REJIS
Project Amount	$13,192.00
Project Description	

The long term mission of the Traffic Data Standardization Project is to bring additional agencies of all sizes who work traffic crashes into the LETS system so they can submit crash data directly into the STARS system. This transformation of data from paper copy submission to electronic submission with electronic checks and balances will greatly increase the accuracy of the data going into the STARS system as well as increasing the speed (time) it takes to get into the STARS database. The State has demonstrated a need to have complete and accurate data in the STARS system to allow for corrective enforcement, advanced engineering and accurate reporting to the federal levels. Contact will be made with Missouri Law Enforcement agencies to encourage their participation in LETS to achieve results sought for the objectives identified. Monthly reporting will illustrate these contacts, software distributed, etc. If desired, additional reporting on growth of LETS use and electronic reporting of Crash Reports, via LETS, will be provided. The funding will provide consultant program fees and operational costs.

Funding Source	405c	Funding Amount	$13,192.00
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD

Is this Project a part of the TSEP?		Yes	No X

Project Name	**REJIS LETS Sustainment and Enhancement**
Project #	18-M3DA-04-004
Sub-Recipient	REJIS
Project Amount	$142,816.00
Project Description	

REJIS will continue to provide operational support for LETS using their data center, operations and help desk staff. REJIS will continue to support LETS with training and "how to" question resolution as well as support agencies to adopt LETS. Any improvements approved by Highway Safety will be identified before initiated. REJIS will administer the third party integrated

diagramming software licensing as funded to assure support and version upgrades. REJIS staff will also work closely with Highway Safety and LETS customers to coordinate, plan and execute service management activities. The funding will cover the operational expenses and supplies of the project.

Funding Source	405c	Funding Amount	$142,816.00
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?			Yes	No X

Project Name	**Traffic Records Data Improvement**		
Project #	18-M3DA-04-005		
Sub-Recipient	Highway Safety Office		
Project Amount	$90,000.00		
Project Description			
This project was created to support conference registrations, meals, hotels and travel to the National Traffic Records Forum. Funding is also utilized to support e-crash and e-citation integration and equipment			
Funding Source	405c	Funding Amount	$90,000.00
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?			Yes	No X

Project Name	**THSD-Statewide 405c Data Program**		
Project #	18-M3DA-04-000		
Sub-Recipient	Highway Safety Office		
Project Amount	$1,278,000.00		
Project Description			
This project is for a statewide effort to improve Traffic Records Data programs. When needed, this account will be reduced to fund specific sub-recipient agreements.			
Funding Source	405c	Funding Amount	$1,278,000.00
Match Amount	TBD	Indirect Cost	$0
Local Benefit	$0	MOE	TBD
Is this Project a part of the TSEP?			Yes	No X

CORE OUTCOME MEASURES

In addition to the Focus Areas, the HSO focuses on 15 Core Outcome Measures.

The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) have agreed on a minimum set of performance measures to be used by States and federal agencies in the development and implementation of behavioral highway safety plans and programs. An expert panel from NHTSA, State Highway Safety Offices, academic and research organizations, and other key groups assisted in developing the measures.*

The initial minimum set contains 15 measures: 11 core outcome measures, one core behavior measure, and three activity measures. The measures cover the major areas common to State highway safety plans and use existing data systems. The following outlines the 15 performance measures which will be identified within their respective program areas.

*Traffic Safety Performance Measures for States and Federal Agencies DOT HS 811 025, August 2008.

C-1 FATALITIES

To decrease traffic fatalities from the expected 2012 calendar base year of 850 to 700 by December 31, 2016.

GOALS		
2013	2014	2015
813	775	738

RESULT: 869 for 2015 (FARS)

C-3 FATALITIES/VMT

To decrease fatalities/VMT from the expected 2012 calendar base year of 1.2 to 1.0 by December 31, 2016.

RESULT: Total: 1.21 for 2015 (FARS)
Rural: 1.69 for 2015 (FARS)
Urban: 0.87 for 2015 (FARS)

C-2 SERIOUS INJURIES

To decrease serious traffic injuries from the 2012 calendar base year of 5,506 to 4,534 by December 31, 2016.

GOALS		
2013	2014	2015
5,266	5,020	4,781

RESULT: 4,572 for 2015 (STARS)

C-4 UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2012 calendar base year of 396 to 326 by December 31, 2016.

GOALS		
2013	2014	2015
379	361	344

RESULT: 356 for 2015 (FARS)

C-5 ALCOHOL-IMPAIRED DRIVING FATALITIES

To decrease fatalities involving drivers with a .08 BAC or greater from the 2012 calendar base year of 280 to 230 by December 31, 2016.

GOALS		
2013	2014	2015
267	255	243

RESULT: 224 for 2015 (FARS)

C-6 SPEEDING RELATED FATALITIES

To decrease speeding-related fatalities from the 2012 calendar base year of 313 to 258 by December 31, 2016.

GOALS		
2013	2014	2015
299	285	272

RESULT: 310 for 2015 (FARS)

C-7 MOTORCYCLIST FATALITIES

To decrease motorcyclist fatalities from the 2012 calendar base year of 102 to 84 by December 31, 2016.

GOALS		
2013	2014	2015
98	93	89

RESULT: 97 for 2015 (FARS)

C-8 UNHELMETED MOTORCYCLIST FATALITIES

To decrease unhelmeted motorcyclist fatalities from the 2012 calendar base year of 26 to 21 by December 31, 2016.

GOALS		
2013	2014	2015
25	24	22

RESULT: 7 for 2015 (FARS)

C-9 DRIVERS AGED 20 OR YOUNGER INVOLVED IN FATAL CRASHES

To decrease drivers age 20 or younger involved fatalities from the 2012 calendar base year of 135 to 111 by December 31, 2016.

GOALS		
2013	2014	2015
129	123	117

RESULT: 123 for 2015 (FARS)

C-10 PEDESTRIAN FATALITIES

To decrease pedestrian fatalities from the 2012 calendar base year of 86 to 71 by December 31, 2016.

GOALS		
2013	2014	2015
82	78	75

RESULT: 104 for 2015 (FARS)

C-11 BICYCLIST FATALITIES

To decrease bicyclist fatalities from the 2012 calendar base year of 6 to 4 by December 31, 2016.

GOALS		
2013	2014	2015
6	5	5

RESULT: 9 for 2015 (FARS)

CORE BEHAVIOR MEASURE

B-1 OBSERVED BELT USAGE

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1% annually from the 2013 calendar base year average usage rate of 80% to 83% by December 31, 2016.

GOALS		
2014	2015	2016
81%	82%	83%

RESULT: 81% for 2016

ACTIVITY MEASURE

A-1 NUMBER OF SEAT BELT CITATIONS ISSUED DURING GRANT FUNDED ENFORCEMENT ACTIVITY

RESULT: 32,409 in FY2016

A-2 NUMBER OF IMPAIRED DRIVING ARRESTS

To increase the number of substance-impaired driving arrests made during grant funded enforcement activities by .25 percent annually from the 2011-2013 calendar base year average of 7,975 to 8,035 by December 31, 2016.

2014	2015	2016
7,995	8,015	8,035

RESULT: 2014-2016 average 6,846
8,047 in FY2016

A-3 NUMBER OF SPEEDING CITATIONS ISSUED DURING GRANT FUNDED ENFORCMENT ACTIVITY

RESULT: 83,899 in FY2016

APPENDIX A

Fiscal Year 2018 Equipment List

Agency	Item Detail	Budget	Source	Project Number	Purpose
Greene County Sheriff's Department	2017 Ford Police Interceptor SUV Patrol Vehicle, compliant with Buy America Act	$47,500.00	405d	18-M5HVE-03-009	Vehicle will be utilized by a Full Time DWI Unit officer
Greene County Sheriff's Department	2017 Ford Police Interceptor SUV Patrol Vehicle, compliant with Buy America Act	$47,500.00	405d	18-M5HVE-03-009	Vehicle will be utilized by a Full Time DWI Unit officer
Jackson County Sheriff's Office	2017 Ford Police Interceptor SUV Patrol Vehicle, compliant with Buy America Act	$38,000	154	18-154-AL-111	Vehicle will be utilized by a Full Time DWI Unit officer
Jefferson County Sheriff's Department	2017 Chevrolet Tahoe Patrol Vehicle, compliant with Buy America Act	$28,000	154	18-154-AL-064	Vehicle will be utilized by a Full Time DWI Unit officer
Jefferson County Sheriff's Department	2017 Chevrolet Tahoe Patrol Vehicle, compliant with Buy America Act	$28,000	154	18-154-AL-064	Vehicle will be utilized by a Full Time DWI Unit officer
Jefferson County Sheriff's Department	2017 Chevrolet Tahoe Patrol Vehicle, compliant with Buy America Act	$28,000	154	18-154-AL-064	Vehicle will be utilized by a Full Time DWI Unit officer
Joplin Police Department	2017 Chevrolet Tahoe Patrol Vehicle, compliant with Buy America Act	$40,000	405d	18-M5HVE-03-012	Vehicle will be utilized by a Full Time DWI Unit officer
Independence Police Department	1 Sokkia GRX2 Rover GD DigUHFI Crash Reconstruction measuring system	$15,000.00	402	18-PT-02-086	Total-Station will be used for crash investigations by the Independence Police Department

St. Louis County Police Department	2017 Ford Police Interceptor SUV Patrol Vehicle, compliant with Buy America Act	$45,262.47	154	18-154-AL-136	Vehicle will be utilized by a Full Time DWI/Traffic Unit officer
St. Louis County Police Department	2017 Ford Police Interceptor SUV Patrol Vehicle, compliant with Buy America Act	$45,262.47	154	18-154-AL-136	Vehicle will be utilized by a Full Time DWI/Traffic Unit officer
St. Louis County Police Department	1 Sokkia GRX2 Rover GD DigUHFI Crash Reconstruction measuring system	$15,000.00	402	18-PT-02-108	Total-Station will be used for crash investigations by the St. Louis County Police Department

APPENDIX B

2011-2015 MISSOURI FATAL TRAFFIC CRASHES
RANK ORDER CITY LIST

Ranking	City	Count	Percent
1	KANSAS CITY	288	20%
2	ST. LOUIS	192	13%
3	SPRINGFIELD	76	5%
4	INDEPENDENCE	46	3%
5	COLUMBIA	25	2%
6	JOPLIN	25	2%
7	LEES SUMMIT	24	2%
8	ST. JOSEPH	22	2%
9	ST. CHARLES	18	1%
10	CHESTERFIELD	16	1%
11	CAPE GIRARDEAU	15	1%
12	HAZELWOOD	13	1%
13	SUNSET HILLS	13	1%
14	FLORISSANT	12	1%
15	ST. PETERS	12	1%
16	WENTZVILLE	12	1%
17	OZARK	11	1%
18	BRANSON	10	1%
19	ROLLA	10	1%
20	BLUE SPRINGS	9	1%
21	BRIDGETON	9	1%
22	JEFFERSON CITY	9	1%
23	BERKELEY	8	1%
24	FENTON	8	1%
25	MARYLAND HEIGHTS	8	1%
26	O'FALLON	8	1%
27	SULLIVAN	8	1%
28	ARNOLD	7	0%
29	FERGUSON	7	0%
30	GRANDVIEW	7	0%
31	SEDALIA	7	0%
32	SIKESTON	7	0%
33	TOWN AND COUNTRY	7	0%
34	WILDWOOD	7	0%
35	BELTON	6	0%
36	CREVE COEUR	6	0%
37	FARMINGTON	6	0%

38	LIBERTY	6	0%
39	NEOSHO	6	0%
40	NEVADA	6	0%
41	RIVERSIDE	6	0%
42	UNIVERSITY CITY	6	0%
43	WRIGHT CITY	6	0%
44	DEXTER	5	0%
45	EUREKA	5	0%
46	FESTUS	5	0%
47	JACKSON	5	0%
48	KIRKWOOD	5	0%
49	LAKE ST. LOUIS	5	0%
50	LEBANON	5	0%
51	MURPHY	5	0%
52	PERRYVILLE	5	0%
53	ST. CLAIR	5	0%
54	ST. JOHN	5	0%
55	WARRENTON	5	0%
56	WASHINGTON	5	0%
57	WEST PLAINS	5	0%
58	ANDERSON	4	0%
59	BOLIVAR	4	0%
60	CAMDENTON	4	0%
61	FULTON	4	0%
62	GRAY SUMMIT	4	0%
63	HANNIBAL	4	0%
64	KEARNEY	4	0%
65	MARIONVILLE	4	0%
66	NORTH KANSAS CITY	4	0%
67	OAK GROVE	4	0%
68	OSAGE BEACH	4	0%
69	PACIFIC	4	0%
70	POPLAR BLUFF	4	0%
71	REPUBLIC	4	0%
72	SCOTT CITY	4	0%
73	VALLEY PARK	4	0%
74	WELLSTON	4	0%
75	BALLWIN	3	0%
76	BELLEFONTAINE NEIGHBORS	3	0%
77	CLINTON	3	0%
78	DES PERES	3	0%
79	DESLOGE	3	0%

80	HIGH RIDGE	3	0%
81	KIRKSVILLE	3	0%
82	LAKE LOTAWANA	3	0%
83	MARSHALL	3	0%
84	MEXICO	3	0%
85	MONETT	3	0%
86	MOUNTAIN VIEW	3	0%
87	PAGEDALE	3	0%
88	PINEVILLE	3	0%
89	PLEASANT HILL	3	0%
90	STRAFFORD	3	0%
91	SUGAR CREEK	3	0%
92	TROY	3	0%
93	VILLA RIDGE	3	0%
94	WARRENSBURG	3	0%
95	WEBB CITY	3	0%
96	ASHLAND	2	0%
97	BLACK JACK	2	0%
98	BRONAUGH	2	0%
99	BYRNES MILL	2	0%
100	CAMERON	2	0%
101	CAMPBELL	2	0%
102	CHILLICOTHE	2	0%
103	CLARK	2	0%
104	CRESTWOOD	2	0%
105	DIAMOND	2	0%
106	ELLISVILLE	2	0%
107	EXCELSIOR SPRINGS	2	0%
108	FAIR GROVE	2	0%
109	FORT LEONARD WOOD	2	0%
110	GAINESVILLE	2	0%
111	GLADSTONE	2	0%
112	GRAIN VALLEY	2	0%
113	GRAVOIS MILLS	2	0%
114	HARRISONVILLE	2	0%
115	HIGH HILL	2	0%
116	HIGHLANDVILLE	2	0%
117	HOLLISTER	2	0%
118	HOUSTON	2	0%
119	IMPERIAL	2	0%
120	JANE	2	0%
121	JONESBURG	2	0%

122	KINGDOM CITY	2	0%
123	LADUE	2	0%
124	LAKE OZARK	2	0%
125	LAKE WINNEBAGO	2	0%
126	LAKELAND	2	0%
127	MANCHESTER	2	0%
128	MARSHFIELD	2	0%
129	MARYVILLE	2	0%
130	NIXA	2	0%
131	OAKLAND	2	0%
132	OLIVETTE	2	0%
133	PARKVILLE	2	0%
134	PECULIAR	2	0%
135	PINE LAWN	2	0%
136	PORTAGEVILLE	2	0%
137	RAYTOWN	2	0%
138	REEDS SPRING	2	0%
139	ROGERSVILLE	2	0%
140	SALEM	2	0%
141	SMITHVILLE	2	0%
142	ST. ROBERT	2	0%
143	STEELVILLE	2	0%
144	TRENTON	2	0%
145	VAN BUREN	2	0%
146	WARSAW	2	0%
147	WINONA	2	0%
148	WOOD HEIGHTS	2	0%
149	AIRPORT DRIVE	1	0%
150	ALTON	1	0%
151	ARCADIA	1	0%
152	ARROW POINT	1	0%
153	AURORA	1	0%
154	AVILLA	1	0%
155	BARNHART	1	0%
156	BEL-RIDGE	1	0%
157	BEVERLY HILLS	1	0%
158	BOSWORTH	1	0%
159	BOURBON	1	0%
160	BRANSON WEST	1	0%
161	BRENTWOOD	1	0%
162	BUCKLIN	1	0%
163	BUNKER	1	0%

164	BUTLER	1	0%
165	CABOOL	1	0%
166	CALIFORNIA	1	0%
167	CANTON	1	0%
168	CARTHAGE	1	0%
169	CARUTHERSVILLE	1	0%
170	CASSVILLE	1	0%
171	CEDAR HILL	1	0%
172	CLAYCOMO	1	0%
173	CONWAY	1	0%
174	COTTLEVILLE	1	0%
175	COUNTRY CLUB HILLS	1	0%
176	COUNTRY CLUB VILLAGE	1	0%
177	CRYSTAL CITY	1	0%
178	CUBA	1	0%
179	DE SOTO	1	0%
180	DONIPHAN	1	0%
181	DUQUESNE	1	0%
182	EDMUNDSON	1	0%
183	EMINENCE	1	0%
184	EVERTON	1	0%
185	EWING	1	0%
186	FIDELITY	1	0%
187	FOREST CITY	1	0%
188	FREDERICKTOWN	1	0%
189	GIDEON	1	0%
190	GLASGOW	1	0%
191	GRANBY	1	0%
192	HIGBEE	1	0%
193	HIGGINSVILLE	1	0%
194	HILLSBORO	1	0%
195	HOLDEN	1	0%
196	IRONTON	1	0%
197	JENNINGS	1	0%
198	KAHOKA	1	0%
199	KENNETT	1	0%
200	KINGSVILLE	1	0%
201	KINLOCH	1	0%
202	KNOB NOSTER	1	0%
203	LA MONTE	1	0%
204	LA PLATA	1	0%
205	LADDONIA	1	0%

206	LANCASTER	1	0%
207	LAURIE	1	0%
208	LAWSON	1	0%
209	LEADWOOD	1	0%
210	LEXINGTON	1	0%
211	LINCOLN	1	0%
212	LINN CREEK	1	0%
213	MACON	1	0%
214	MALDEN	1	0%
215	MAPLEWOOD	1	0%
216	MILAN	1	0%
217	MINDENMINES	1	0%
217	MINER	1	0%
218	MOBERLY	1	0%
218	MONTGOMERY CITY	1	0%
219	NEELYVILLE	1	0%
219	NEW FLORENCE	1	0%
220	NEW HAVEN	1	0%
220	NOEL	1	0%
221	NORMANDY	1	0%
221	ODESSA	1	0%
222	OVERLAND	1	0%
222	OWENSVILLE	1	0%
223	PALMYRA	1	0%
223	PEACH ORCHARD	1	0%
224	PHILLIPSBURG	1	0%
224	PLATTE CITY	1	0%
225	PLATTSBURG	1	0%
225	PLEASANT HOPE	1	0%
226	POTOSI	1	0%
226	PRESTON	1	0%
227	PURCELL	1	0%
227	QUEEN CITY	1	0%
228	RANDOLPH	1	0%
228	RHINELAND	1	0%
229	RICHMOND	1	0%
229	RIVER BEND	1	0%
230	ROCK PORT	1	0%
230	RUSSELLVILLE	1	0%
231	SAVANNAH	1	0%
231	SENATH	1	0%
232	SENECA	1	0%

232	SEYMOUR	1	0%
233	SHOAL CREEK DRIVE	1	0%
233	SIBLEY	1	0%
234	SILVER CREEK	1	0%
234	ST. JAMES	1	0%
235	ST. MARTINS	1	0%
235	ST. THOMAS	1	0%
236	THAYER	1	0%
236	UNION	1	0%
237	UNIONVILLE	1	0%
237	UNITY VILLAGE	1	0%
238	URBANA	1	0%
238	VERONA	1	0%
239	VINITA PARK	1	0%
239	WAYNESVILLE	1	0%
240	WEAUBLEAU	1	0%
240	WHEATLAND	1	0%
241	WINFIELD	1	0%
241	WYACONDA	1	0%
242	WYATT	1	0%
TOTAL		1,436	

Note: 2,226 fatal crashes occurred in Non-City or Unincorporated areas.

2011-2015 MISSOURI FATAL TRAFFIC CRASHES
RANK ORDER COUNTY LIST

Ranking	County	Count	Percent
1	JACKSON	340	9.3%
2	ST. LOUIS	268	7.3%
3	ST. LOUIS CITY	191	5.2%
4	GREENE	135	3.7%
5	JEFFERSON	134	3.7%
6	ST. CHARLES	108	2.9%
7	FRANKLIN	99	2.7%
8	CLAY	96	2.6%
9	JASPER	72	2.0%
10	BOONE	64	1.7%
11	NEWTON	59	1.6%
12	ST. FRANCOIS	53	1.4%
13	PHELPS	50	1.4%
14	CASS	49	1.3%
15	PLATTE	47	1.3%
16	LINCOLN	44	1.2%
17	WASHINGTON	44	1.2%
18	MILLER	43	1.2%
19	TANEY	43	1.2%
20	BARRY	41	1.1%
21	CHRISTIAN	41	1.1%
22	CAPE GIRARDEAU	40	1.1%
23	HOWELL	40	1.1%
24	LAWRENCE	40	1.1%
25	BUCHANAN	37	1.0%
26	CAMDEN	37	1.0%
27	JOHNSON	37	1.0%
28	PULASKI	35	1.0%
29	CALLAWAY	34	0.9%
30	PETTIS	34	0.9%
31	STONE	34	0.9%
32	DUNKLIN	33	0.9%
33	POLK	33	0.9%
34	WEBSTER	33	0.9%
35	BUTLER	32	0.9%
36	LACLEDE	32	0.9%
37	SCOTT	30	0.8%
38	TEXAS	30	0.8%
39	COLE	29	0.8%
40	PEMISCOT	29	0.8%
41	MCDONALD	28	0.8%
42	WARREN	28	0.8%

APPENDIX D

43	BENTON	27	0.7%
44	STODDARD	25	0.7%
45	CRAWFORD	24	0.7%
46	NEW MADRID	24	0.7%
47	LAFAYETTE	23	0.6%
48	MONTGOMERY	23	0.6%
49	STE. GENEVIEVE	23	0.6%
50	MORGAN	21	0.6%
51	PERRY	21	0.6%
52	PIKE	21	0.6%
53	VERNON	21	0.6%
54	GASCONADE	19	0.5%
55	HENRY	18	0.5%
56	RANDOLPH	18	0.5%
57	RIPLEY	18	0.5%
58	SALINE	18	0.5%
59	DENT	17	0.5%
60	OREGON	17	0.5%
61	MARION	16	0.4%
62	RAY	16	0.4%
63	ST. CLAIR	16	0.4%
64	ANDREW	15	0.4%
65	AUDRAIN	15	0.4%
66	IRON	15	0.4%
67	SHANNON	15	0.4%
68	WAYNE	15	0.4%
69	WRIGHT	15	0.4%
70	BOLLINGER	14	0.4%
71	CLINTON	14	0.4%
72	MADISON	14	0.4%
73	MARIES	14	0.4%
74	NODAWAY	14	0.4%
75	RALLS	14	0.4%
76	MONITEAU	13	0.4%
77	OZARK	13	0.4%
78	REYNOLDS	13	0.4%
79	BARTON	12	0.3%
80	BATES	12	0.3%
81	CARTER	12	0.3%
82	CLARK	12	0.3%
83	DOUGLAS	12	0.3%
84	OSAGE	12	0.3%
85	CALDWELL	11	0.3%
86	COOPER	11	0.3%
87	DEKALB	11	0.3%
88	HARRISON	11	0.3%
89	MACON	11	0.3%

APPENDIX D

90	MISSISSIPPI	11	0.3%
91	CEDAR	10	0.3%
92	HICKORY	10	0.3%
93	LEWIS	10	0.3%
94	HOLT	9	0.2%
95	LIVINGSTON	9	0.2%
96	ADAIR	8	0.2%
97	HOWARD	8	0.2%
98	MONROE	8	0.2%
99	CARROLL	7	0.2%
100	DADE	7	0.2%
101	DALLAS	7	0.2%
102	LINN	7	0.2%
103	CHARITON	6	0.2%
104	GRUNDY	6	0.2%
105	MERCER	6	0.2%
106	SCHUYLER	6	0.2%
107	SULLIVAN	6	0.2%
108	DAVIESS	5	0.1%
109	KNOX	5	0.1%
110	PUTNAM	5	0.1%
111	ATCHISON	4	0.1%
112	SHELBY	3	0.1%
113	WORTH	3	0.1%
114	GENTRY	2	0.1%
115	SCOTLAND	2	0.1%
Total		3,662	

2011-2015 MISSOURI FATAL TRAFFIC CRASHES
RANK ORDER UNINCORPORATED COUNTY LIST

Ranking	County	Count	Percent
1	JEFFERSON	105	4.7%
2	ST. LOUIS	84	3.8%
3	FRANKLIN	71	3.2%
4	ST. CHARLES	52	2.3%
5	GREENE	50	2.2%
6	JASPER	45	2.0%
7	ST. FRANCOIS	43	1.9%
8	WASHINGTON	43	1.9%
9	LINCOLN	40	1.8%
10	NEWTON	40	1.8%
11	MILLER	39	1.8%
12	PHELPS	39	1.8%
13	BARRY	37	1.7%
14	BOONE	37	1.7%
15	CASS	35	1.6%
16	LAWRENCE	33	1.5%
17	HOWELL	32	1.4%
18	JOHNSON	31	1.4%
19	STONE	31	1.4%
20	TANEY	31	1.4%
21	PULASKI	30	1.3%
22	CALLAWAY	28	1.3%
23	CAMDEN	28	1.3%
24	DUNKLIN	28	1.3%
25	POLK	28	1.3%
26	WEBSTER	28	1.3%
27	BUTLER	27	1.2%
28	PEMISCOT	27	1.2%
29	TEXAS	27	1.2%
30	CHRISTIAN	26	1.2%
31	CLAY	26	1.2%
32	PETTIS	26	1.2%
33	LACLEDE	25	1.1%
34	BENTON	24	1.1%
35	STE. GENEVIEVE	23	1.0%
36	NEW MADRID	21	0.9%
37	PIKE	21	0.9%
38	CAPE GIRARDEAU	20	0.9%
39	LAFAYETTE	20	0.9%
40	STODDARD	20	0.9%

41	CRAWFORD	18	0.8%
42	GASCONADE	18	0.8%
43	MCDONALD	18	0.8%
44	MORGAN	18	0.8%
45	SCOTT	18	0.8%
46	COLE	17	0.8%
47	JACKSON	17	0.8%
48	RIPLEY	17	0.8%
49	WARREN	17	0.8%
50	MONTGOMERY	16	0.7%
51	PERRY	16	0.7%
52	PLATTE	16	0.7%
53	ST. CLAIR	16	0.7%
54	BUCHANAN	15	0.7%
55	HENRY	15	0.7%
56	OREGON	15	0.7%
57	SALINE	15	0.7%
58	WAYNE	15	0.7%
59	WRIGHT	15	0.7%
60	BOLLINGER	14	0.6%
61	DENT	14	0.6%
62	MARIES	14	0.6%
63	RALLS	14	0.6%
64	RANDOLPH	14	0.6%
65	ANDREW	13	0.6%
66	CLINTON	13	0.6%
67	IRON	13	0.6%
68	MADISON	13	0.6%
69	RAY	13	0.6%
70	REYNOLDS	13	0.6%
71	VERNON	13	0.6%
72	DOUGLAS	12	0.5%
73	MONITEAU	12	0.5%
74	NODAWAY	12	0.5%
75	OSAGE	12	0.5%
76	SHANNON	12	0.5%
77	AUDRAIN	11	0.5%
78	BARTON	11	0.5%
79	BATES	11	0.5%
80	CALDWELL	11	0.5%
81	COOPER	11	0.5%
82	HARRISON	11	0.5%
83	MARION	11	0.5%
84	OZARK	11	0.5%

85	CARTER	10	0.4%
86	CEDAR	10	0.4%
87	CLARK	10	0.4%
88	MISSISSIPPI	10	0.4%
89	DEKALB	9	0.4%
90	MACON	9	0.4%
91	HOLT	8	0.4%
92	LEWIS	8	0.4%
93	MONROE	8	0.4%
94	HICKORY	7	0.3%
95	HOWARD	7	0.3%
96	LIVINGSTON	7	0.3%
97	CARROLL	6	0.3%
98	CHARITON	6	0.3%
99	DADE	6	0.3%
100	DALLAS	6	0.3%
101	LINN	6	0.3%
102	MERCER	6	0.3%
103	ADAIR	5	0.2%
104	DAVIESS	5	0.2%
105	KNOX	5	0.2%
106	SULLIVAN	5	0.2%
107	GRUNDY	4	0.2%
108	PUTNAM	4	0.2%
109	SCHUYLER	4	0.2%
110	ATCHISON	3	0.1%
111	SHELBY	3	0.1%
112	WORTH	3	0.1%
113	GENTRY	2	0.1%
114	SCOTLAND	2	0.1%
Total		2,226	

2011-2015 MISSOURI SERIOUS INJURY TRAFFIC CRASHES
RANK ORDER CITY LIST

Ranking	City	Count	Percent
1	KANSAS CITY	1,369	13.9%
2	ST. LOUIS	882	8.9%
3	INDEPENDENCE	761	7.7%
4	ST. JOSEPH	547	5.5%
5	SPRINGFIELD	368	3.7%
6	JEFFERSON CITY	233	2.4%
7	LEES SUMMIT	212	2.1%
8	BLUE SPRINGS	200	2.0%
9	COLUMBIA	200	2.0%
10	LIBERTY	142	1.4%
11	ST. CHARLES	140	1.4%
12	JOPLIN	128	1.3%
13	ST. PETERS	106	1.1%
14	OZARK	99	1.0%
15	BRIDGETON	96	1.0%
16	CHESTERFIELD	78	0.8%
17	TOWN AND COUNTRY	77	0.8%
18	MARYLAND HEIGHTS	70	0.7%
19	CAPE GIRARDEAU	67	0.7%
20	FLORISSANT	66	0.7%
21	SUNSET HILLS	66	0.7%
22	LEBANON	64	0.6%
23	HAZELWOOD	62	0.6%
24	KIRKWOOD	59	0.6%
25	HANNIBAL	58	0.6%
26	WENTZVILLE	58	0.6%
27	FERGUSON	57	0.6%
28	RAYTOWN	55	0.6%
29	GLADSTONE	54	0.5%
30	KIRKSVILLE	53	0.5%
31	O'FALLON	51	0.5%
32	ARNOLD	50	0.5%
33	GRANDVIEW	48	0.5%
34	MURPHY	48	0.5%
35	POPLAR BLUFF	48	0.5%

36	BRANSON	47	0.5%
37	BELLEFONTAINE NEIGHBORS	46	0.5%
38	FENTON	46	0.5%
39	JENNINGS	44	0.4%
40	WEBSTER GROVES	44	0.4%
41	BERKELEY	41	0.4%
42	CREVE COEUR	41	0.4%
43	JACKSON	39	0.4%
44	ROLLA	39	0.4%
45	SEDALIA	38	0.4%
46	SIKESTON	37	0.4%
47	UNIVERSITY CITY	36	0.4%
48	WILDWOOD	36	0.4%
49	ST. ROBERT	35	0.4%
50	CLAYTON	34	0.3%
51	RICHMOND HEIGHTS	34	0.3%
52	EXCELSIOR SPRINGS	33	0.3%
53	MOBERLY	33	0.3%
54	TROY	33	0.3%
55	BALLWIN	32	0.3%
56	OVERLAND	32	0.3%
57	EUREKA	31	0.3%
58	UNION	30	0.3%
59	FARMINGTON	29	0.3%
60	NEOSHO	29	0.3%
61	MAPLEWOOD	28	0.3%
62	MONETT	28	0.3%
63	OSAGE BEACH	28	0.3%
64	CARTHAGE	27	0.3%
65	FESTUS	27	0.3%
66	KENNETT	27	0.3%
67	ST. CLAIR	27	0.3%
68	BELTON	26	0.3%
69	LADUE	26	0.3%
70	MANCHESTER	26	0.3%
71	NORTH KANSAS CITY	26	0.3%
72	AURORA	25	0.3%
73	NEVADA	25	0.3%
74	SALEM	25	0.3%
75	VALLEY PARK	25	0.3%

76	GRAIN VALLEY	23	0.2%
77	LAKE ST. LOUIS	23	0.2%
78	WELDON SPRING	23	0.2%
79	WARRENSBURG	22	0.2%
80	BOLIVAR	21	0.2%
81	CLINTON	21	0.2%
82	DES PERES	21	0.2%
83	HARRISONVILLE	21	0.2%
84	FULTON	20	0.2%
85	MEXICO	20	0.2%
86	WEBB CITY	20	0.2%
87	ELLISVILLE	19	0.2%
88	NIXA	19	0.2%
89	REPUBLIC	19	0.2%
90	SMITHVILLE	19	0.2%
91	OAK GROVE	18	0.2%
92	PLEASANT HILL	18	0.2%
93	ST. ANN	18	0.2%
94	WARRENTON	18	0.2%
95	CLAYCOMO	17	0.2%
96	CRYSTAL CITY	17	0.2%
97	GRAY SUMMIT	17	0.2%
98	HIGH RIDGE	17	0.2%
99	SULLIVAN	16	0.2%
100	BEL-RIDGE	15	0.2%
101	BRENTWOOD	15	0.2%
102	ST. JOHN	15	0.2%
103	LAKE LOTAWANA	14	0.1%
104	OLIVETTE	14	0.1%
105	RIVERSIDE	14	0.1%
106	CHILLICOTHE	13	0.1%
107	PLATTE CITY	13	0.1%
108	WASHINGTON	13	0.1%
109	WEST PLAINS	13	0.1%
110	WRIGHT CITY	13	0.1%
111	BARNHART	12	0.1%
112	ELDON	12	0.1%
113	HAYTI	12	0.1%
114	RAYMORE	12	0.1%
115	CEDAR HILL	11	0.1%

116	DELLWOOD	11	0.1%
117	DONIPHAN	11	0.1%
118	KEARNEY	11	0.1%
119	MACON	11	0.1%
120	MARSHFIELD	11	0.1%
121	MARYVILLE	11	0.1%
122	NORWOOD COURT	11	0.1%
123	SHREWSBURY	11	0.1%
124	DE SOTO	10	0.1%
125	GLENDALE	10	0.1%
126	HIGHLANDVILLE	10	0.1%
127	IMPERIAL	10	0.1%
128	KINGDOM CITY	10	0.1%
129	LAKE OZARK	10	0.1%
130	MARSHALL	10	0.1%
131	MOLINE ACRES	10	0.1%
132	MOUNTAIN VIEW	10	0.1%
133	PARK HILLS	10	0.1%
134	PARKVILLE	10	0.1%
135	PECULIAR	10	0.1%
136	PERRYVILLE	10	0.1%
137	PINE LAWN	10	0.1%
138	SENECA	10	0.1%
139	WAYNESVILLE	10	0.1%
140	AIRPORT DRIVE	9	0.1%
141	BRANSON WEST	9	0.1%
142	CAMERON	9	0.1%
143	DESLOGE	9	0.1%
144	NORMANDY	9	0.1%
145	PACIFIC	9	0.1%
146	PEVELY	9	0.1%
147	POTOSI	9	0.1%
148	RICHMOND	9	0.1%
149	ROGERSVILLE	9	0.1%
150	SUGAR CREEK	9	0.1%
151	BATTLEFIELD	8	0.1%
152	BOONVILLE	8	0.1%
153	CABOOL	8	0.1%
154	CAMDENTON	8	0.1%
155	HERCULANEUM	8	0.1%

156	HIGGINSVILLE	8	0.1%
157	LONE JACK	8	0.1%
158	TRENTON	8	0.1%
159	CUBA	7	0.1%
160	FRONTENAC	7	0.1%
161	LEADWOOD	7	0.1%
162	LEXINGTON	7	0.1%
163	LINN CREEK	7	0.1%
164	LOWRY CITY	7	0.1%
165	MINER	7	0.1%
166	OAKLAND	7	0.1%
167	PLEASANT VALLEY	7	0.1%
168	ROCK HILL	7	0.1%
169	ANDERSON	6	0.1%
170	AVA	6	0.1%
171	CARL JUNCTION	6	0.1%
172	CARUTHERSVILLE	6	0.1%
173	FORISTELL	6	0.1%
174	HERMANN	6	0.1%
175	LAMAR	6	0.1%
176	ODESSA	6	0.1%
177	PAGEDALE	6	0.1%
178	PALMYRA	6	0.1%
179	RIVER BEND	6	0.1%
180	ST. JAMES	6	0.1%
181	STRAFFORD	6	0.1%
182	WARSAW	6	0.1%
183	WOODSON TERRACE	6	0.1%
184	ASHLAND	5	0.1%
185	BETHANY	5	0.1%
186	BRECKENRIDGE HILLS	5	0.1%
187	CENTRALIA	5	0.1%
188	COOL VALLEY	5	0.1%
189	COTTLEVILLE	5	0.1%
190	CRESTWOOD	5	0.1%
191	DEXTER	5	0.1%
192	EL DORADO SPRINGS	5	0.1%
193	GAINESVILLE	5	0.1%
194	HILLSBORO	5	0.1%
195	HOLLISTER	5	0.1%

196	JANE	5	0.1%
197	KIMBERLING CITY	5	0.1%
198	MARIONVILLE	5	0.1%
199	MONTGOMERY CITY	5	0.1%
200	NEW MADRID	5	0.1%
201	SAVANNAH	5	0.1%
202	STEELE	5	0.1%
203	VILLA RIDGE	5	0.1%
204	WELLSTON	5	0.1%
205	BERNIE	4	0.0%
206	BLACK JACK	4	0.0%
207	BONNE TERRE	4	0.0%
208	BOWLING GREEN	4	0.0%
209	CALIFORNIA	4	0.0%
210	CARROLLTON	4	0.0%
211	CLARK	4	0.0%
212	CONWAY	4	0.0%
213	DIAMOND	4	0.0%
214	EDINA	4	0.0%
215	ELSBERRY	4	0.0%
216	FORSYTH	4	0.0%
217	GARDEN CITY	4	0.0%
218	HOUSTON	4	0.0%
219	JONESBURG	4	0.0%
220	KNOB NOSTER	4	0.0%
221	LAURIE	4	0.0%
222	LOCKWOOD	4	0.0%
223	MOSCOW MILLS	4	0.0%
224	MOUNTAIN GROVE	4	0.0%
225	NEW HAVEN	4	0.0%
226	NEW LONDON	4	0.0%
227	NORTHWOODS	4	0.0%
228	OAK GROVE VILLAGE	4	0.0%
229	REEDS SPRING	4	0.0%
230	SCHELL CITY	4	0.0%
231	SCOTT CITY	4	0.0%
232	SEYMOUR	4	0.0%
233	SPARTA	4	0.0%
234	TAOS	4	0.0%
235	UNITY VILLAGE	4	0.0%

236	WINDSOR PLACE	4	0.0%
237	WINONA	4	0.0%
238	APPLETON CITY	3	0.0%
239	BEL-NOR	3	0.0%
240	BOURBON	3	0.0%
241	BRUNSWICK	3	0.0%
242	BULL CREEK	3	0.0%
243	CARTERVILLE	3	0.0%
244	CASSVILLE	3	0.0%
245	COUNTRY CLUB HILLS	3	0.0%
246	COUNTRY CLUB VILLAGE	3	0.0%
247	DUQUESNE	3	0.0%
248	ELLSINORE	3	0.0%
249	EMINENCE	3	0.0%
250	FLORDELL HILLS	3	0.0%
251	FREEMAN	3	0.0%
252	GORDONVILLE	3	0.0%
253	HOLTS SUMMIT	3	0.0%
254	IBERIA	3	0.0%
255	IRONTON	3	0.0%
256	LAKELAND	3	0.0%
257	LAWSON	3	0.0%
258	LOUISIANA	3	0.0%
259	MALDEN	3	0.0%
260	MEMPHIS	3	0.0%
261	MERRIAM WOODS	3	0.0%
262	MONROE CITY	3	0.0%
263	MOUNT VERNON	3	0.0%
264	PINEVILLE	3	0.0%
265	PRINCETON	3	0.0%
266	SILVER CREEK	3	0.0%
267	SOUTHWEST CITY	3	0.0%
268	STE. GENEVIEVE	3	0.0%
269	TWIN OAKS	3	0.0%
270	WESTON	3	0.0%
271	WILLARD	3	0.0%
272	WOOD HEIGHTS	3	0.0%
273	AGENCY	2	0.0%
274	BELLE	2	0.0%
275	BILLINGS	2	0.0%

276	BROOKFIELD	2	0.0%
277	BURLINGTON JUNCTION	2	0.0%
278	BYRNES MILL	2	0.0%
279	CENTER	2	0.0%
280	CHAFFEE	2	0.0%
281	CONCORDIA	2	0.0%
282	DIGGINS	2	0.0%
283	DIXON	2	0.0%
284	DOOLITTLE	2	0.0%
285	EDMUNDSON	2	0.0%
286	ELLINGTON	2	0.0%
287	EVERGREEN	2	0.0%
288	FREDERICKTOWN	2	0.0%
289	GALENA	2	0.0%
290	GALLATIN	2	0.0%
291	GOODMAN	2	0.0%
292	GOWER	2	0.0%
293	GRAHAM	2	0.0%
294	GREEN CASTLE	2	0.0%
295	GREEN PARK	2	0.0%
296	GREENWOOD	2	0.0%
297	HAYTI HEIGHTS	2	0.0%
298	HOLCOMB	2	0.0%
299	HOLDEN	2	0.0%
300	HOPKINS	2	0.0%
301	INDIAN POINT	2	0.0%
302	JAMESPORT	2	0.0%
303	JOSEPHVILLE	2	0.0%
304	LAMAR HEIGHTS	2	0.0%
305	LEADINGTON	2	0.0%
306	MACKS CREEK	2	0.0%
307	MARBLE HILL	2	0.0%
308	MARSTON	2	0.0%
309	META	2	0.0%
310	MOUND CITY	2	0.0%
311	NEW CAMBRIA	2	0.0%
312	NEW HAMPTON	2	0.0%
313	NEW MELLE	2	0.0%
314	PIERCE CITY	2	0.0%
315	PORTAGE DES SIOUX	2	0.0%

316	PORTAGEVILLE	2	0.0%
317	PURDY	2	0.0%
318	REDINGS MILL	2	0.0%
319	RIVERVIEW	2	0.0%
320	SAGINAW	2	0.0%
321	SALISBURY	2	0.0%
322	SPICKARD	2	0.0%
323	ST. CLOUD	2	0.0%
324	ST. PAUL	2	0.0%
325	STANBERRY	2	0.0%
326	STEELVILLE	2	0.0%
327	STOCKTON	2	0.0%
328	STOUTLAND	2	0.0%
329	TIPTON	2	0.0%
330	UNIONVILLE	2	0.0%
331	VERONA	2	0.0%
332	VERSAILLES	2	0.0%
333	WAYLAND	2	0.0%
334	ZALMA	2	0.0%
335	ADRIAN	1	0.0%
336	ALBANY	1	0.0%
337	ALTAMONT	1	0.0%
338	ALTENBURG	1	0.0%
339	ANNISTON	1	0.0%
340	ASH GROVE	1	0.0%
341	AUXVASSE	1	0.0%
342	BAGNELL	1	0.0%
343	BAKERSFIELD	1	0.0%
344	BARING	1	0.0%
345	BARNETT	1	0.0%
346	BATES CITY	1	0.0%
347	BELL CITY	1	0.0%
348	BENTON	1	0.0%
349	BEVERLY HILLS	1	0.0%
350	BEVIER	1	0.0%
351	BIG LAKE	1	0.0%
352	BIRCH TREE	1	0.0%
353	BLOOMSDALE	1	0.0%
354	BRAGG CITY	1	0.0%
355	BRAYMER	1	0.0%

356	BRECKENRIDGE	1	0.0%
357	BRUMLEY	1	0.0%
358	BUFFALO	1	0.0%
359	BUNKER	1	0.0%
360	CAINSVILLE	1	0.0%
361	CARDWELL	1	0.0%
362	CENTERTOWN	1	0.0%
363	CENTERVILLE	1	0.0%
364	CHAMP	1	0.0%
365	CHILHOWEE	1	0.0%
366	CHULA	1	0.0%
367	CLARENCE	1	0.0%
368	CLARKSVILLE	1	0.0%
369	CLEVELAND	1	0.0%
370	CLEVER	1	0.0%
371	COLE CAMP	1	0.0%
372	COLLINS	1	0.0%
373	CROCKER	1	0.0%
374	CROSS TIMBERS	1	0.0%
375	CRYSTAL LAKES	1	0.0%
376	DARDENNE PRAIRIE	1	0.0%
377	DEARBORN	1	0.0%
378	DELTA	1	0.0%
379	DOWNING	1	0.0%
380	EAGLEVILLE	1	0.0%
381	EDGERTON	1	0.0%
382	EOLIA	1	0.0%
383	ESSEX	1	0.0%
384	ETHEL	1	0.0%
385	EVERTON	1	0.0%
386	EWING	1	0.0%
387	FAIR GROVE	1	0.0%
388	FAYETTE	1	0.0%
389	FIDELITY	1	0.0%
390	FLINT HILL	1	0.0%
391	FOLEY	1	0.0%
392	FORDLAND	1	0.0%
393	FORT LEONARD WOOD	1	0.0%
394	FRANKFORD	1	0.0%
395	FREEBURG	1	0.0%

396	FREMONT HILLS	1	0.0%
397	GRANBY	1	0.0%
398	GRANT CITY	1	0.0%
399	GRAVOIS MILLS	1	0.0%
400	GREENFIELD	1	0.0%
401	HALLSVILLE	1	0.0%
402	HALLTOWN	1	0.0%
403	HAMILTON	1	0.0%
404	HANLEY HILLS	1	0.0%
405	HARRISBURG	1	0.0%
406	HAWK POINT	1	0.0%
407	HENRIETTA	1	0.0%
408	HERMITAGE	1	0.0%
409	HIGBEE	1	0.0%
410	HORINE	1	0.0%
411	HUMANSVILLE	1	0.0%
412	HUNTSVILLE	1	0.0%
413	HURLEY	1	0.0%
414	IRONDALE	1	0.0%
415	JASPER	1	0.0%
416	JERICO SPRINGS	1	0.0%
417	KEYTESVILLE	1	0.0%
418	KOSHKONONG	1	0.0%
419	LA BELLE	1	0.0%
420	LA MONTE	1	0.0%
421	LACLEDE	1	0.0%
422	LADDONIA	1	0.0%
423	LAKE TAPAWINGO	1	0.0%
424	LAKESHIRE	1	0.0%
425	LANCASTER	1	0.0%
426	LEASBURG	1	0.0%
427	LEAWOOD	1	0.0%
428	LEVASY	1	0.0%
429	LICKING	1	0.0%
430	LINN	1	0.0%
431	LURAY	1	0.0%
432	MADISON	1	0.0%
433	MALTA BEND	1	0.0%
434	MARCELINE	1	0.0%
435	MARLBOROUGH	1	0.0%

436	MIAMI	1	0.0%
437	MILAN	1	0.0%
438	NAPOLEON	1	0.0%
439	NAYLOR	1	0.0%
440	NEELYVILLE	1	0.0%
441	NEW FLORENCE	1	0.0%
442	NEWBURG	1	0.0%
443	NOEL	1	0.0%
444	NORBORNE	1	0.0%
445	NOVINGER	1	0.0%
446	OLEAN	1	0.0%
447	ORAN	1	0.0%
448	OREGON	1	0.0%
449	OSCEOLA	1	0.0%
450	OWENSVILLE	1	0.0%
451	PARIS	1	0.0%
452	PARKWAY	1	0.0%
453	PASCOLA	1	0.0%
454	PASSAIC	1	0.0%
455	PATTONSBURG	1	0.0%
456	PHILLIPSBURG	1	0.0%
457	PICKERING	1	0.0%
458	PILOT KNOB	1	0.0%
459	PLATO	1	0.0%
460	PLATTE WOODS	1	0.0%
461	POLO	1	0.0%
462	QULIN	1	0.0%
463	RANDOLPH	1	0.0%
464	RENSSELAER	1	0.0%
465	RICHLAND	1	0.0%
466	RISCO	1	0.0%
467	ROCKAWAY BEACH	1	0.0%
468	ROCKVILLE	1	0.0%
469	ROSCOE	1	0.0%
470	ROSEBUD	1	0.0%
471	RUSSELLVILLE	1	0.0%
472	SARCOXIE	1	0.0%
473	SELIGMAN	1	0.0%
474	SHERIDAN	1	0.0%
475	SHOAL CREEK DRIVE	1	0.0%

476	SLATER	1	0.0%
477	SOUTH LINEVILLE	1	0.0%
478	ST. ELIZABETH	1	0.0%
479	ST. MARTINS	1	0.0%
480	STEWARTSVILLE	1	0.0%
481	STOTTS CITY	1	0.0%
482	SUMMERSVILLE	1	0.0%
483	SUNRISE BEACH	1	0.0%
484	TARKIO	1	0.0%
485	THAYER	1	0.0%
486	THEODOSIA	1	0.0%
487	TRACY	1	0.0%
488	TRUESDALE	1	0.0%
489	UTICA	1	0.0%
490	VAN BUREN	1	0.0%
491	VANDALIA	1	0.0%
492	VIENNA	1	0.0%
493	VILLAGE OF FOUR SEASONS	1	0.0%
494	VINITA PARK	1	0.0%
495	VINITA TERRACE	1	0.0%
496	WEATHERBY LAKE	1	0.0%
497	WEST SULLIVAN	1	0.0%
498	WHITE OAK	1	0.0%
499	WHITEMAN AFB	1	0.0%
500	WILLOW SPRINGS	1	0.0%
501	WINFIELD	1	0.0%
502	WINSTON	1	0.0%
503	WYATT	1	0.0%
	Total	9,871	100.0%

Note: 10,299 serious injury crashes occurred in Non-City or Unincorporated areas.

2011-2015 MISSOURI SERIOUS INJURY TRAFFIC CRASHES
RANK ORDER COUNTY LIST

Ranking	County	Count	Percent
1	JACKSON	2,509	12.4%
2	ST. LOUIS	2,188	10.8%
3	ST. LOUIS CITY	880	4.4%
4	GREENE	761	3.8%
5	JEFFERSON	748	3.7%
6	ST. CHARLES	693	3.4%
7	BUCHANAN	605	3.0%
8	CLAY	580	2.9%
9	FRANKLIN	421	2.1%
10	CHRISTIAN	386	1.9%
11	BOONE	371	1.8%
12	JASPER	318	1.6%
13	COLE	315	1.6%
14	LACLEDE	299	1.5%
15	NEWTON	296	1.5%
16	LINCOLN	260	1.3%
17	TANEY	246	1.2%
18	CAPE GIRARDEAU	237	1.2%
19	LAWRENCE	220	1.1%
20	BARRY	209	1.0%
21	PLATTE	206	1.0%
22	CASS	192	1.0%
23	CAMDEN	190	0.9%
24	BUTLER	189	0.9%
25	PULASKI	187	0.9%
26	HOWELL	176	0.9%
27	CALLAWAY	173	0.9%
28	WEBSTER	172	0.9%
29	TEXAS	171	0.8%
30	JOHNSON	166	0.8%
31	STONE	164	0.8%
32	ST. FRANCOIS	163	0.8%
33	PETTIS	150	0.7%
34	LAFAYETTE	149	0.7%
35	MCDONALD	147	0.7%
36	SCOTT	147	0.7%
37	PHELPS	146	0.7%

38	MARION	144	0.7%
39	MILLER	138	0.7%
40	PEMISCOT	118	0.6%
41	NEW MADRID	117	0.6%
42	BENTON	116	0.6%
43	CRAWFORD	116	0.6%
44	WASHINGTON	113	0.6%
45	RANDOLPH	112	0.6%
46	DENT	108	0.5%
47	MORGAN	100	0.5%
48	PIKE	98	0.5%
49	WARREN	97	0.5%
50	BOLLINGER	91	0.5%
51	ADAIR	89	0.4%
52	NODAWAY	88	0.4%
53	WRIGHT	88	0.4%
54	RALLS	86	0.4%
55	HENRY	82	0.4%
56	MACON	81	0.4%
57	OZARK	80	0.4%
58	AUDRAIN	79	0.4%
59	DUNKLIN	78	0.4%
60	VERNON	78	0.4%
61	COOPER	77	0.4%
62	ST. CLAIR	77	0.4%
63	SALINE	73	0.4%
64	BATES	72	0.4%
65	CEDAR	67	0.3%
66	STE. GENEVIEVE	66	0.3%
67	DOUGLAS	65	0.3%
68	POLK	65	0.3%
69	ANDREW	64	0.3%
70	SHANNON	64	0.3%
71	RIPLEY	63	0.3%
72	CLINTON	62	0.3%
73	GASCONADE	62	0.3%
74	PERRY	59	0.3%
75	MONITEAU	56	0.3%
76	RAY	56	0.3%
77	DADE	54	0.3%
78	LEWIS	52	0.3%

APPENDIX G

79	LIVINGSTON	52	0.3%
80	STODDARD	52	0.3%
81	WAYNE	52	0.3%
82	MONTGOMERY	51	0.3%
83	REYNOLDS	50	0.2%
84	MARIES	49	0.2%
85	OSAGE	49	0.2%
86	HOLT	46	0.2%
87	OREGON	46	0.2%
88	MONROE	45	0.2%
89	HOWARD	43	0.2%
90	IRON	41	0.2%
91	HARRISON	40	0.2%
92	BARTON	38	0.2%
93	DEKALB	37	0.2%
94	MISSISSIPPI	37	0.2%
95	CARTER	36	0.2%
96	DAVIESS	36	0.2%
97	ATCHISON	35	0.2%
98	CLARK	34	0.2%
99	SULLIVAN	34	0.2%
100	CALDWELL	33	0.2%
101	GRUNDY	33	0.2%
102	KNOX	32	0.2%
103	PUTNAM	32	0.2%
104	CHARITON	31	0.2%
105	CARROLL	30	0.1%
106	LINN	29	0.1%
107	MERCER	25	0.1%
108	GENTRY	24	0.1%
109	DALLAS	23	0.1%
110	MADISON	21	0.1%
111	SCOTLAND	21	0.1%
112	SCHUYLER	20	0.1%
113	SHELBY	16	0.1%
114	WORTH	10	0.0%
115	HICKORY	6	0.0%
Total		20,170	

2011-2015 MISSOURI SERIOUS INJURY TRAFFIC CRASHES
RANK ORDER UNINCORPORATED COUNTY LIST

Ranking	County	Count	Percent
1	ST. LOUIS	677	6.6%
2	JEFFERSON	521	5.1%
3	GREENE	353	3.4%
4	FRANKLIN	300	2.9%
5	ST. CHARLES	273	2.7%
6	CHRISTIAN	249	2.4%
7	LACLEDE	227	2.2%
8	NEWTON	221	2.1%
9	LINCOLN	216	2.1%
10	TANEY	183	1.8%
11	LAWRENCE	181	1.8%
12	BARRY	175	1.7%
13	BOONE	159	1.5%
14	TEXAS	156	1.5%
15	HOWELL	152	1.5%
16	WEBSTER	148	1.4%
17	JASPER	141	1.4%
18	STONE	141	1.4%
19	BUTLER	139	1.3%
20	CAMDEN	139	1.3%
21	PULASKI	137	1.3%
22	JOHNSON	136	1.3%
23	CALLAWAY	130	1.3%
24	CAPE GIRARDEAU	127	1.2%
25	MCDONALD	127	1.2%
26	LAFAYETTE	124	1.2%
27	PETTIS	111	1.1%
28	BENTON	109	1.1%
29	MILLER	109	1.1%
30	SCOTT	104	1.0%
31	WASHINGTON	103	1.0%
32	ST. FRANCOIS	102	1.0%
33	NEW MADRID	98	1.0%
34	PHELPS	98	1.0%
35	CRAWFORD	96	0.9%
36	CASS	94	0.9%
37	MORGAN	92	0.9%
38	PEMISCOT	91	0.9%
39	PIKE	88	0.9%
40	BOLLINGER	87	0.8%

41	JACKSON	87	0.8%
42	COLE	84	0.8%
43	WRIGHT	84	0.8%
44	DENT	82	0.8%
45	MARION	82	0.8%
46	RALLS	76	0.7%
47	OZARK	73	0.7%
48	RANDOLPH	73	0.7%
49	NODAWAY	70	0.7%
50	BATES	69	0.7%
51	MACON	66	0.6%
52	COOPER	65	0.6%
53	ST. CLAIR	64	0.6%
54	WARREN	63	0.6%
55	CLAY	62	0.6%
56	PLATTE	62	0.6%
57	STE. GENEVIEVE	62	0.6%
58	HENRY	61	0.6%
59	SALINE	60	0.6%
60	CEDAR	59	0.6%
61	DOUGLAS	59	0.6%
62	AUDRAIN	57	0.6%
63	CLINTON	57	0.6%
64	ANDREW	56	0.5%
65	BUCHANAN	56	0.5%
66	SHANNON	56	0.5%
67	GASCONADE	54	0.5%
68	WAYNE	52	0.5%
69	RIPLEY	51	0.5%
70	LEWIS	50	0.5%
71	MONITEAU	50	0.5%
72	VERNON	49	0.5%
73	DADE	48	0.5%
74	PERRY	48	0.5%
75	REYNOLDS	47	0.5%
76	MARIES	46	0.4%
77	OSAGE	45	0.4%
78	DUNKLIN	44	0.4%
79	OREGON	44	0.4%
80	POLK	43	0.4%
81	HOLT	42	0.4%
82	HOWARD	42	0.4%
83	MONROE	41	0.4%
84	MONTGOMERY	41	0.4%

85	STODDARD	41	0.4%
86	RAY	40	0.4%
87	IRON	37	0.4%
88	LIVINGSTON	37	0.4%
89	ADAIR	35	0.3%
90	MISSISSIPPI	35	0.3%
91	ATCHISON	34	0.3%
92	CARTER	32	0.3%
93	CLARK	31	0.3%
94	HARRISON	31	0.3%
95	SULLIVAN	31	0.3%
96	BARTON	30	0.3%
97	DEKALB	30	0.3%
98	PUTNAM	30	0.3%
99	CALDWELL	29	0.3%
100	DAVIESS	29	0.3%
101	KNOX	27	0.3%
102	CARROLL	25	0.2%
103	CHARITON	25	0.2%
104	LINN	25	0.2%
105	GRUNDY	23	0.2%
106	DALLAS	22	0.2%
107	GENTRY	21	0.2%
108	MERCER	21	0.2%
109	MADISON	19	0.2%
110	SCHUYLER	18	0.2%
111	SCOTLAND	18	0.2%
112	SHELBY	15	0.1%
113	WORTH	8	0.1%
114	HICKORY	4	0.0%
Total		10,299	

MISSOURI
FY 2018 Application

Section 405(b)

Occupant Protection Grant
(23 CFR § 1300.21)

Missouri
FY 2018 Application
Section 405(b) Occupant Protection Grant

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Occupant Protection Plan

Updates to the Occupant Protection Plan were implemented during the December 11, 2014, Occupant Protection Subcommittee meeting. This Occupant Protection Plan describes programs and strategies the State will implement to achieve a reduction in fatalities and injuries on Missouri public roads.   This and subsequent meetings led to the completion of the Occupant Protection Strategic Plan which is now a document in this application.   Due to a substantial backlog of crash reports, Missouri's 2016 crash file has not been finalized and closed. As a result, the FY 2018 405 Application references crash statistics only through 2015.

A substantial number of occupants killed in 2011-2015 Missouri traffic crashes were not wearing safety belts or in a child safety seat compared to those injured and not injured. In fatal crashes where safety belt usage was known, 60% of the people who died were not restrained. Of those seriously injured, 36% were not restrained. Conversely, of those not injured, 1,166,970 were wearing a safety belt or in a child safety seat.   When just looking at young people between the ages of 15 through 20, 75% of those who died were not buckled up.

Safety belt use dramatically reduces a person's chance of being killed or seriously injured in a traffic crash. Of the drivers involved in 2011-2015 crashes, 1 in 2 was injured when they failed to wear their safety belt, however, when they were wearing a safety belt, their chances of being injured in the crash were 1 in 8. When examining driver deaths, the differences are much more significant. Drivers had a 1 in 29.9 chance of being killed if they were not wearing a safety belt; but that chance dropped dramatically to only 1 in 1,341 if the driver was wearing a safety belt. Ejection from the vehicle at the time of the crash increases the probability of death or serious injury. In known cases of those occupants killed who were totally ejected from the vehicle, 97% were not restrained and of those partially ejected, 91% were not restrained.

The Highway Safety Office conducts two annual Safety Belt Observational Surveys. In 2016, the General Survey had 123,678 observations collected at 560 sites in 28 counties. The teen survey was conducted at 150 high schools in 85 counties resulting in a total of 40,144 observations of which 27,962 were teens. The chart below shows the safety belt use rates for the past 5 years.

Percent of Safety Belt/Passenger Vehicle Restraint Use by Year						
Year	2011	2012	2013	2014	2015	2016
General Survey	79%	79%	80%	79%	80%	81%
Teen	67%	66%	67%	67%	68%	70%

Communication is vital in Missouri's overall efforts to change public behavior in safety belt use. Missouri utilizes paid media, social media, and earned media. In an effort to ensure a comprehensive occupant protection plan, strategies to improve the number of people buckling up in an age appropriate restraint are in Missouri's Strategic Highway Safety Plan (SHSP - Missouri's Blueprint A Partnership Towards Zero Deaths), Highway Safety Plan (HSP) , and the MCSAP Commercial Vehicle Safety Plan (CVSP).

Participation in Click It or Ticket National Mobilization

The State of Missouri has utilized the Click It or Ticket mobilization model for the past 14 years. Missouri will continue to use this model for future CIOT mobilizations, including participation in the FY2018 mobilization.

The FY 2017 CIOT campaign funded local cities, counties and state patrol law enforcement agencies to conduct safety belt enforcement efforts between May 22 and June 4, 2017. Contract award amounts for enforcement include $120,000.00 to the Missouri State Highway Patrol, $232,103.00 to local cities and counties and $350,000.00 for paid media. Missouri also promoted the 2017 CIOT campaign by issuing pre and post news releases to local media and requiring all participating agencies to notify local media about their participation in the 2017 CIOT campaign and their final results. All enforcement efforts were coupled with an aggressive paid media campaign that began one week prior to the enforcement campaign and ran through the end of the campaign.

Following the same plan as FY2017, the FY2018 contract award amounts total $120,000 to the Missouri State Highway Patrol, $236,000 to local cities and counties, and $350,000 for paid media. The FY2018 campaign will run May 21 – June 3, 2018. Missouri averages 171 participating law enforcement agencies for the CIOT national safety belt campaign.

In 2018 Missouri plans to have a minimum of 150 police agencies participating in the Click it or Ticket Campaign. Through the work of the Law Enforcement Liaisons (LEL), we have already seen an increase in departments. The LEL's have been working diligently contacting departments and encouraging them to participate in various campaigns.

The Highway Safety Office has brought the idea of nighttime enforcement to our grant meetings with the departments and encouraged departments to think outside the box in this area. We have encouraged departments to come up with ideas on how to add nighttime enforcement to their current efforts. We will continue to encourage this at our upcoming meetings as we move forward in the future.

Currently Missouri has 54 locations covered by a primary seat belt ordinance accounting for approximately 24% of the population of Missouri. Following is a list of citation information from the CIOT mobilization and a list of current agencies included in the CIOT campaign.

Citations/Warnings Issued During the Click It or Ticket Mobilization
Safety Belt Campaign*

Year	2011	2012	2013	2014	2015	2016
Participating Agencies	202	133	193	149	160	142
Hours Worked	15,722	6,079	9,011	7,365	7,334	7,381
Traffic Stops	28,905	18,523	17,195	17,131	14,332	10,894
Sobriety Checkpoints	21	5	6	3	2	2
DWI Arrests	386	147	193	167	239	174
Safety Restraint Citations/Warnings	7,283	5,201	9,074	9,050	7,785	6,011
Child Passenger Citations/Warnings	330	164	369	377	132	220
Felonies	97	74	85	109	115	137
Stolen Vehicles Recovered	4	4	4	9	3	14
Fugitives Apprehended	471	217	242	503	316	358
Suspended Licenses	1,377	850	1,336	1,576	1,271	1,112
Uninsured Motorists	3,311	2,303	3,149	3,284	2,792	2,775
Speeding	10,046	6,571	8,754	8,682	8,069	4,240
Reckless Driver	307	119	191	213	181	151
Drugs	176	84	194	170	211	217
Other	11,964	8,199	9,086	9,491	9,355	8,994

*Source: MoDOT Traffic & Highway Safety Online Mobilization Activity Reporting Website. 2017 campaign results not available at the time this report was created.

Agencies Participating in Click It or Ticket

Arnold Police Dept.
Ash Grove Police Dept.

Audrain County Sheriff's Dept.
Aurora Police Dept.

Bellefontaine Neighbors Police Dept.
Bel-Ridge Police Dept.

Berkeley Police Dept.
Bismarck Police Dept.
Blue Springs Police Dept.
Bolivar Police Dept.
Bonne Terre Police Dept.
Boone County Sheriff's Dept.
Bowling Green Police Dept.
Branson Police Dept.
Brentwood Police Dept.
Byrnes Mill Police Dept.
Calverton Park Police Dept.
Cape Girardeau Police Dept.
Carl Junction Police Dept.
Carterville Police Dept.
Cedar County Sheriff's Dept.
Chesterfield Police Dept.
Clayton Police Dept.
Clever Police Dept.
Cottleville Police Dept.
Crane Police Dept.
Crystal City Police Dept.
Dade County Sheriff's Office
Dallas County Sheriff's Office
De Soto Police Dept.
Desloge Police Dept.
Dexter Police Dept.
Doniphan Police Dept.
Edgar Springs Police Dept.
Ellisville Police Dept.
Ellsinore Police Dept.
Elsberry Police Dept.
Essex Police Dept.
Eureka Police Dept.
Fair Grove Police Dept.
Festus Police Dept.
Fordland Police Dept.
Foristell Police Dept.
Forsyth PD
Franklin County Sheriff's Office
Fredericktown Police Dept.
Gasconade County SD
Gideon Police Dept.
Glendale Police Dept.
Grandview Police Dept.
Harrisonville Police Dept.
Hayti Police Dept.
Hazelwood Police Dept.

Herculaneum Police Dept.
Iberia Police Dept.
Independence Police Dept.
Iron County SD
Iron Mountain PD
Jefferson City Police Dept.
Jefferson County Sheriff's Office
Johnson Co. Sheriff's Dept.
Kennett Police Dept.
Kimberling City Police Dept.
Laclede County Sheriff's Dept.
Laddonia Police Dept.
Lagrange PD
LaPlata Police Dept.
Lawrence County Sheriff's Dept.
Leadington Police Dept.
Licking Police Dept.
Lincoln County Sheriff's Dept.
Lincoln University Police Dept.
Lone Jack Police Dept.
Macon County Sheriff's Office
Macon Police Dept.
Madison County Sheriff's Dept.
Manchester Police Dept.
Maplewood Police Dept.
Marionville Police Dept.
Maryland Heights Police Dept.
Merriam Woods Police Dept.
Mexico Public Safety Dept.
Moberly Police Dept.
Monett Police Dept.
Monroe City Police Dept.
Montgomery County SD
Morgan County SD
Mount Vernon Police Dept.
Mountain View Police Dept.
New Bloomfield Police Dept.
New Florence Police Dept.
New Franklin Police Dept.
New Haven Police Dept.
Niangua Police Dept.

Nixa Police Dept.
Northwoods Police Dept.
Oak Grove Police Dept.
Old Monroe Police Dept.
O'Fallon Police Dept.
Olivette Police Dept.
Oronogo Police Dept.
Osceola Police Department
Ozark Police Dept.
Park Hills Police Dept.
Polk County Sheriff Dept.
Potosi Police Dept.
Puxico Police Dept.
Raytown Police Dept
Reeds Spring Police Dept.
Republic Police Dept.
Richland Police Dept.
Richmond Police Dept.
Rock Hill Police Dept.
Rogersville Police Dept.
Rolla Police Dept.
Savannah Police Dept.
Scott City Police Dept.
Seneca Police Dept.
Silex Police Dept.
St. Charles County Police Dept.
St. Clair County Sheriff's Office
St. Clair Police Dept.
St. James Police Dept.
St. John Police Dept.
St. Joseph Police Dept.
St. Louis City Police Dept.
St. Mary Police Dept.
Sparta Police Dept.
Sullivan Police Dept.
Sweet Springs Police Dept.
Troy Police Dept.
UCM - Dept. of Public Safety
Union Police Dept.
Urbana Police Dept.
Vandalia Police Dept.
Viburnum PD
Walnut Grove Police Dept.
Warson Woods Police Dept.
Washington Police Dept.
Webb City Police Dept.

Webster Groves Police Dept.
Wellsville Police Dept.
Wentzville Police Dept.

Willard Police Dept.
Wood Heights Police Dept.

Woodson Terrace Police Dept.

Seatbelt Enforcement-Counties with 70% of Unrestrained Vehicle Occupant Fatalities

In order to achieve a sustained safety belt enforcement effort, Missouri conducts four quarterly occupant protection enforcement campaigns in addition to the annual CIOT campaign, including participation in the FY2017 campaign. Missouri has law enforcement projects in each of the counties shown on the map depicting counties which represent at least 70% of the state's unrestrained passenger vehicle occupant fatalities. Those counties and relative agencies are following (SO – Sheriff's Office; PD – Police Department):

Barry County:
Barry County SO
Cassville PD
Monett PD
Seligman PD

Boone County:
Boone Co. SO
Columbia PD
Hallsville PD

Buchanan County:
Buchanan Co. SO
St. Joseph PD

Butler County:
Butler County SO
Poplar Bluff PD

Callaway County:
Callaway County SO
Auxvasse PD
New Bloomfield PD

Camden County:
Camden County SO
Camdenton PD
Osage Beach PD
Richland PD

Cape Girardeau County:
Cape Girardeau Co. SO
Cape Girardeau PD

Jackson PD

Cass County:
Belton PD
Cass Co SO
Harrisonville PD
Lake Winnebago
Pleasant Hill PD
Raymore PD

Clay County:
Clay Co SO
Gladstone PD
Excelsior Springs PD
Kearney PD
Liberty PD
North KCPD
Smithville PD

Christian County:
Christian Co SO
Clever PD
Billings PD
Nixa PD
Ozark PD
Sparta PD

Cole County:
Cole Co. SO
Jefferson City PD
Lincoln University PD

Dunklin County:
Kennett PD

Franklin County:
Franklin Co. SO
New Haven PD
St. Clair PD
Sullivan PD
Union PD
Washington PD

Gasconade County:
Missouri State Highway Patrol

Greene County:
Greene Co. SO
Fair Grove PD
Republic PD
Rogersville PD
Springfield PD
Willard PD

Howell County:
Howell County SO
Mountain View PD
West Plains PD

Jackson County:
Jackson Co SO
Blue Springs PD
Grain Valley PD
Grandview PD

Independence PD
Kansas City PD
Lake Tapawingo PD
Lee's Summit PD
Lone Jack PD
Oak Grove PD
Raytown PD

Jasper County:
Jasper Co SO
Carl Junction PD
Carterville PD,
Carthage PD
Duquesne PD
Joplin PD
Oronogo PD
Webb City PD

Jefferson County:
Jefferson County SO
Arnold PD
Byrnes Mill PD
Crystal City PD
DeSoto PD
Festus PD
Herculaneum PD
Hillsboro PD
Pevely PD

Johnson County:
Johnson County SO
University of Central MO PD

Laclede County:
Lebanon PD
Richland PD

Lawrence County:
Lawrence County SO
Aurora PD
Marionville PD
Miller PD
Monett PD
Mount Vernon PD

Lincoln County:
Lincoln Co. SO
Hawk Point PD

Troy PD
Winfield PD

McDonald County:
McDonald County SO

Miller County:
Miller County SO

Newton County:
Newton Co. SO
Granby PD
Joplin PD
Neosho PD
Seneca PD

Pemiscot County:
Hayti PD

Pettis County:
Pettis County SO

Phelps County:
Phelps County SO
Edgar Springs PD
Rolla PD
St. James PD

Platte County:
Platte Co. SO
Platte City PD
Riverside DPS
Smithville PD
Weston PD

Polk County:
Polk County SO
Bolivar PD

Pulaski County:
Crocker PD
Richland PD
St. Robert PD
Waynesville PD

Randolph County:
Moberly PD

St. Charles County :
St. Charles Co. SO
Cottleville PD
Foristell PD
Lake St. Louis PD
O'Fallon PD
St. Charles PD
St. Peters PD
Wentzville PD

St. Louis County:
St. Louis County PD
Ballwin PD
Bellefontaine Neighbors PD
Berkeley PD
Brentwood PD
Calverton Park PD
Chesterfield PD
Clayton PD
Creve Coeur PD
Ellisville PD
Eureka PD
Florissant PD
Glendale PD
Hazelwood PD
Kirkwood PD
Maplewood PD
Maryland Heights PD
Olivette PD
Overland PD
Richmond Heights PD
Rock Hill PD
St. Ann   PD
St. John PD
Shrewsbury PD
Town and Country PD
University City PD
Velda City PD
Vinita Park PD
Webster Groves PD

St. Louis City:
St. Louis Metro PD

St. Francois County:
Farmington PD
Leadington PD
Park Hills PD

Stoddard County:
Dexter PD
Essex PD
Puxico PD

Stone County:
Stone County SO
Crane PD
Kimberling City PD
Reeds Spring PD

Taney County:
Branson PD
Forsyth PD
Hollister PD
Merriam Woods PD

Texas County:
Licking PD

Warren County:

Truesdale Pd
Wright City PD

Washington County:
Potosi PD

Webster County:
Webster County SO
Fordland PD
Niangua PD
Rogersville PD

Enforcement Strategies

We strongly encourage all law enforcement agencies funded through our grants to continue safety belt enforcement activity throughout the grant year.

Solicitation for quarterly occupant protection campaigns are sent to all law enforcement agencies in the State of Missouri. Participating agencies are requested to post enforcement totals to a Mobilization Reporting web page. During fiscal year 2017 the CIOT quarterly mobilization dates are November 25, 2016, February 16, 2017, March 15-31, 2017, April 13, 2017 and September 17-23, 2017. The March 15-31 campaign will focus on teens and the September 17-23 campaign will focus on child passenger safety; law enforcement agencies receive additional monies for participation in these campaigns. All quarterly campaigns are coupled with an earned media campaign. Media efforts will be strongly focused in the following media markets: St. Louis, Kansas City, Columbia/Jefferson City, Springfield, Joplin and Cape Girardeau. These areas include the counties that comprise the top 70% of the state's population, per 2010 Missouri census data.

Quarterly enforcement dates for FY2018 have not been finalized but will follow the same calendar as FY2017.

To support the continued effort of sustaining safety belt enforcement, law enforcement agencies that are awarded grants each fiscal year to work hazardous moving violation projects include contract conditions that state the following:

The highway safety office encourages and stresses the need for each agency to have and enforce an internal seat belt policy.   The grant contract has the following contract conditions included:

Each contract application includes a question inquiring if the agency has and enforces an internal safety belt policy. Members of the highway safety office routinely discuss this provision during contract meetings and emphasize how important it is to not just have a policy in place but to enforce the policy as well.

The highway safety office encourages vigorous enforcement of seat belt and child safety seat statutes. Expanding enforcement activities during nighttime conditions, maintain heavy enforcement efforts throughout the year, and encouraging law enforcement to have a zero tolerance policy when enforcing the occupant protection law are key components of these strategies.

All agencies are required to report all crashes to the Missouri State Highway Patrol through the Statewide Traffic Accident Records System (S.T.A.R.S), as spelled out in statute 43.250 RSMO. This is included in the contract conditions as seen here:

A. COMPLIANCE: The Subrecipient must comply with the following Statutes or Rules:
   1. Peace Officer Standards and Training (P.O.S.T.) Chapter 590 RSMo Department of Public Safety (DPS) certification of peace officers
   2. Statewide Traffic Accident Records System (STARS) 43.250 RSMo--Law enforcement officer to file all crash reports with Missouri State Highway Patrol (MSHP).
   4. Uniform Crime Reporting RSMo 43.505-Crime incident reports shall be submitted to DPS on forms or in format prescribed by DPS.
   5. Racial Profiling RSMo 590.650-Law enforcement agency to file a report to the Attorney General each calendar year.
   6. US DOT AND OMB REGULATIONS: The Subrecipient shall comply with all requirements of 2 CFR Parts 200 and 1201 beginning with the federal fiscal year 2016: starting October 1, 2015.

The highway safety office has helped develop "LETS" (Law Enforcement Traffic System) which helps police departments create and submit their crash reports online to S.T.A.R.S . This system is provided at no charge to any agency that desires to use it. An online reporting tool has also been developed for other CAD systems available throughout the state. These systems require that all crash reports pass the edit checks required for entry into the S.T.A.R.S program guaranteeing standardization of all reports.

More information regarding seat belt enforcement can be located in the Unrestrained Driver and Evidence Based Enforcement Program sections of the Highway Safety Plan.

High Risk Population Countermeasure Programs

During the past five years, 60% of vehicle occupants killed in crashes in Missouri were unrestrained. The number of unbelted teens killed in Missouri crashes during the last five years is even higher, at 75%. When analyzing only the pick-up truck drivers and passengers, 80% of those killed during the last five years were unrestrained.   Missouri's observed safety belt use rate of 81 percent in 2016 is well below the national average of 88 percent in 2015.

Missouri conducts a statewide safety belt use observational survey each year.
The Child Safety Seat, Teen and Commercial Motor Vehicle Driver Safety Belt Use Surveys are conducted when funding allows; all three were conducted in 2014. The Teen Survey was also conducted in 2016.   Teen safety belt use is of particular concern, as this group's safety belt use is 11 percent lower than the overall use rate.

Survey	Year	Safety Belt Use
Statewide (all users)	2016	81%
Teen	2016	70%
Child Safety Seat (under 4)	2014	91%
Commercial Motor Vehicle	2016	82.8%

Countermeasures targeting the high risk populations of teenage drivers, passengers in child safety seats and drivers on rural roadways include:

Enforcement

- Expand enforcement activities during nighttime conditions for all occupant protection laws
- Maintain heavy and steady enforcement efforts of occupant protection throughout the year
- Aggressively
  - enforce the primary safety belt component of the GDL law
  - enforce the child safety seat and booster seat laws
- Encourage
  - law enforcement to enact a zero tolerance policy when enforcing the secondary occupant protection law through collaboration with Missouri Police Chiefs Assocation, Missouri Sheriffs Association, etc.
  - use of coordinated multijurisdictional enforcement activities addressing high-risk driving behaviors (e.g. use of safety belts, aggressive driving, speeding, substance-impaired driving, etc.)
- Increase
  - the emphasis on special occupant protection mobilizations that include public information campaigns and selective traffic enforcement programs (e.g., Click it or Ticket, Drive Sober or Get Pulled Over, etc.)
  - the number of law enforcement agencies applying for traffic enforcement funding

Projects Targeting Teenage Drivers and Drivers on Rural Roadways

- Occupant Protection Law Enforcement Grants – Missouri conducts four quarterly occupant protection enforcement campaigns in addition to the annual CIOT campaign and the Youth Seat Belt Campaign. Solicitation for quarterly occupant protection campaigns are sent to all law enforcement agencies in the State of Missouri. Participating agencies are requested to post enforcement totals to a Mobilization Reporting web page. During fiscal year 2017 the CIOT quarterly mobilization dates are November 25, 2016, February 16, 2017, March 15-31, 2017, April 13, 2017 and September 17-23, 2017. The March 15-31, campaign will focus on teens and the September 17-23 campaign will focus on child passenger safety; law enforcement agencies receive additional monies for participation in these campaigns. All quarterly campaigns are coupled with an earned media campaign. Media efforts will be strongly focused in the following media markets: St. Louis, Kansas City, Columbia/Jefferson City,

Springfield, Joplin and Cape Girardeau. Mobilization dates for FY2018 have not been determined yet but will follow the same calendar as FY2017.

Missouri will have directed enforcement and educational activities targeting drivers on rural roadways. These data driven activities will include high visibility enforcement around the occupant protection mobilizations that occur six times though out the calendar year February, March, April, May, September, November. The total number of hours worked and citations issued will be tracked. The two measurements that will determine project accomplishments will be increase in observed safety belt usage as well as the percentage of unbuckled fatalities. Missouri conducts our annual safety belt survey in 28 counties, 14 of these counties are rural with a population of less than 50,000. These 14 counties are part of the total population where 85% of Missouri fatalities occur.

In addition to the enforcement activities educational/media efforts will also be utilized throughout the entire state with special focus on the 14 rural counties and all other rural roadways in the state. Combined with these 14 counties are an additional 85 of Missouri's 114 counties that are surveyed to determine teen safety belt usage rates. These 85 counties also are part of a special enforcement mobilization that occurs in March. Survey studies have indicated a lower use rate for teens in the rural areas of Missouri. Increased educational and enforcement efforts are targeted in these rural areas. Results have shown a steady increase in safety belt usage for teens as whole climbing from 61% in 2009 to 70.4% in 2016.

Missouri has also seen a decrease in the number of unbelted fatalities for all drivers going from a high of 71% in 2013 to 68% unbuckled fatalities to date in 2017. Other data driven measurable activities that take place targeting drivers on rural roadways include teen peer to peer educational programs with pre and post safety belt surveys. The schools in rural Missouri are actively recruited by the Office of Highway Safety due to low safety belt usage and high crash numbers. These schools can be provided to the review committee. These are ongoing efforts that will be occurring in FFY2018.

In addition we can provide a listing of all the agencies under contract that will be conducting activities on high risk rural roads in Missouri.

- *TrACTION* —-Teens Taking Action to Prevent Traffic Crashes is a peer-to-peer youth traffic safety leadership training program. High school students and advisors are invited to attend one of three training programs as a school team. The training promotes safe driving habits for youth including seat belt use, distracted driving and underage drinking and driving and provides students and their adult advisors with the motivation,

information, skills, and support necessary to develop a plan of action that addresses unsafe driving habits through events and activities to be implemented within their school and communities the following year. The funding will provide staff, supplies, conference development and travel costs to conduct three conferences and one one-day workshop.

- *It Only Takes One* – The It Only Takes One campaign is a statewide high school competition that provides peer-to-peer education on seat belt use, distracted driving and underage drinking and driving and gives student groups the opportunity to educate teens, parents and their community about the dangers teens face while driving, including distracted driving. The competition includes educational campaigns, surprise safety belt surveys and the creation of a public service announcement.   The funding will provide winning schools grant funding to continue to educate the school on distracted driving issues.

Comprehensive Occupant Protection Program

To qualify for an occupant protection grant, States must submit an occupant protection plan that describes programs the State will implement for achieving reduction in traffic crashes, fatalities and injuries on public roads. Missouri conducted a NHTSA-facilitated Occupant Protection Program Assessment March 31, 2014, to April 4, 2014. Input from the assessment was used when developing the multi-year strategic plan. (See Appendix A) Mike Stapp has been designated as the occupant protection coordinator and Missouri has established a statewide occupant protection task force. Missouri just completed the most recent Occupant Protection Program Assessment February 13-17, 2017. (See Appendix C) Recommendations from this assessment will be used to update the strategic plan and improve overall performance. Over the past 7 years, safety belt use in Missouri has ranged between 76-80 percent.   As a result, Missouri must apply as a lower seat belt use rate state and implement a comprehensive occupant protection program.

The chart below shows Missouri's seat belt use rate for the past five years.

% of Safety Belt/Passenger Vehicle Restraint Use by Year					
2011	2012	2013	2014	2015	2016
79%	79%	80%	79%	80%	81%

The percent of unrestrained passenger vehicle occupants killed and seriously injured in crashes remain essentially unchanged between 2011 and 2015. The percent of unrestrained occupants killed dropped to 62.2% in 2014. Below is a chart showing the number of passenger vehicle

occupant fatalities and serious injuries from 2011-2015 and corresponding percent of unrestrained passenger vehicle occupants.

Fatalities/Serious Injuries by Percent of Unrestrained by Year					
Year	2011	2012	2013	2014	2015
Total Occupant Fatalities	615	619	579	578	641
Unbelted Fatalities	380	396	334	327	365
% Unrestrained	68.6%	70.8%	63.4%	62.2%	63%
Total Occupant Serious Injuries	4,451	4,350	3,925	3,683	3,575
Unbelted Serious Injuries	1,452	1,449	1,240	1,175	1,168
% Unrestrained	36.5%	37.5%	34.4%	35.1%	36%

Missouri's Strategic Highway Safety Plan (Missouri's Blueprint: A Partnership Toward Zero Deaths) identifies five strategies having the greatest potential to save lives and reduce serious injuries. These strategies are called the "Focused Five". Two of these strategies involve increasing seat belt/safety restraint use through education and legislation. Aggressive implementation of these strategies along with the other three will lead to more lives being saved.

The task force includes safety partners throughout Missouri who will work diligently to develop, implement, enforce and evaluate the comprehensive occupant protection program. The overall outcome is to educate and motivate citizens to buckle up every vehicle occupant in an age appropriate restraint or safety belt on every trip. Everyone, Every Trip, Every Time, Day and Night.

Child Passenger Safety

Child Restraint Inspection Stations
From 2001 to 2009, Missouri saw significant increases in child safety seat use each time the survey was conducted increasing from 64% to 91%. The latest survey conducted in 2014

reported that the usage rate remained unchanged at 91%. The division plans to conduct child safety seat surveys every other year as funding allows.

In 2006, when the booster seat bill was passed into law, a great deal of preliminary work needed to take place in order to notify the public about the new law, and to develop/enhance policy regarding the child passenger safety (CPS) program in Missouri, therefore the MO CPS Advisory Committee was formed. At that time, 10 individuals were selected to represent each region of the state. These members were professionals from organizations such as Fire Departments, Health Departments, Safety & Health Councils, Police Departments, Missouri State Highway Patrol, Hospitals, Safety Alliances, Safe Communities, and MoDOT. The State CPS Coordinator at the MoDOT Office of Highway Safety serves as the chairman. Members of the Advisory Committee are charged with the oversight of all aspects of the CPS program including inspection stations.

Missouri has an active network of 173 child restraint inspection stations. (A copy of the child restraint inspection stations and CPS Technicians/Instructors list and can be found following this section.) Of the 173 inspection stations that cover 95 of the 114 counties and the City of St. Louis, 56 counties are classified as urban/urbanized and 39 are classified as rural. There continues to be a minimum of at least one currently certified child passenger safety technician available in the designated counties to assist parents/caregivers with the proper procedures to install a child restraint safely. In order to be eligible to receive child safety seats by the Highway Safety Office, inspection stations are required to be listed on the NHTSA website and are additionally listed on the SaveMoLives.com website.

These inspection stations are located around Missouri in areas that service the majority of the State's population and are able to show evidence of outreach to underserved areas. In order for a family to receive a child safety seat from any Missouri Inspection Station, the at-risk family is required to show proof of low income status (documentation verifying family is receiving state assistance) to satisfy the federal requirement of serving at-risk populations. Of the 114 counties in Missouri, 87 (or 76%) have one or more inspection stations that employ certified CPS technicians during posted working hours. These technicians are certified through NHTSA's Standardized CPS Course which qualifies them to provide education to parents or caregivers about the safest way for their children to travel. Although the list indicates 28 of the 114 counties do not have an inspection station listed on the NHTSA website, it should be noted that some CPS technicians service other counties surrounding the one in which they are located, which would realistically bring the count up closer to 80% coverage statewide.

Missouri Urban/Urbanized Areas
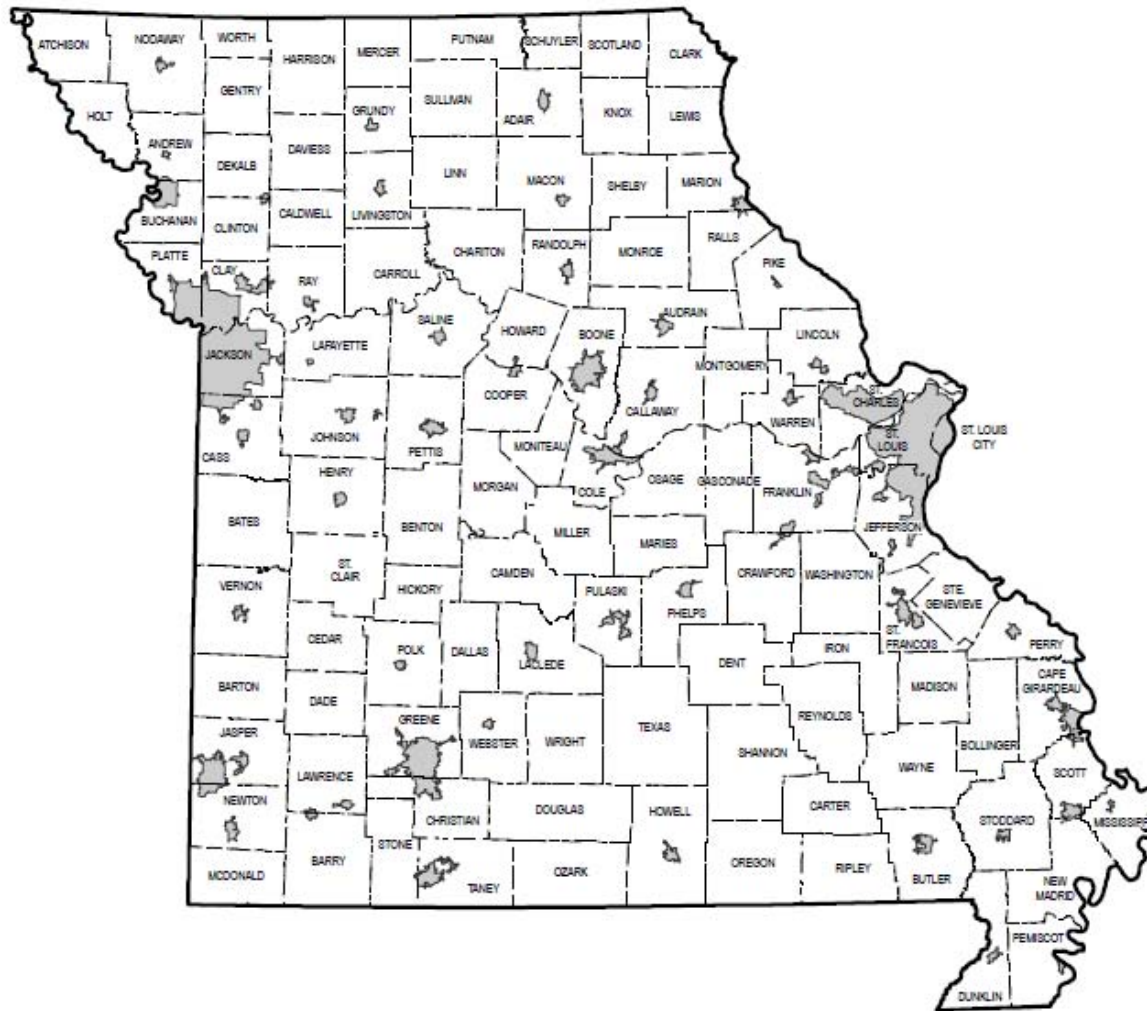
Shaded areas represent Urban and Urbanized cities in the state.

Urbanized   Population 50,000 or Greater

Urban   Population 5,000 - 49,999

Persistent Poverty
Missouri, 1980-2011

Persistent overall and child poverty

Persistent child poverty

No persistent poverty
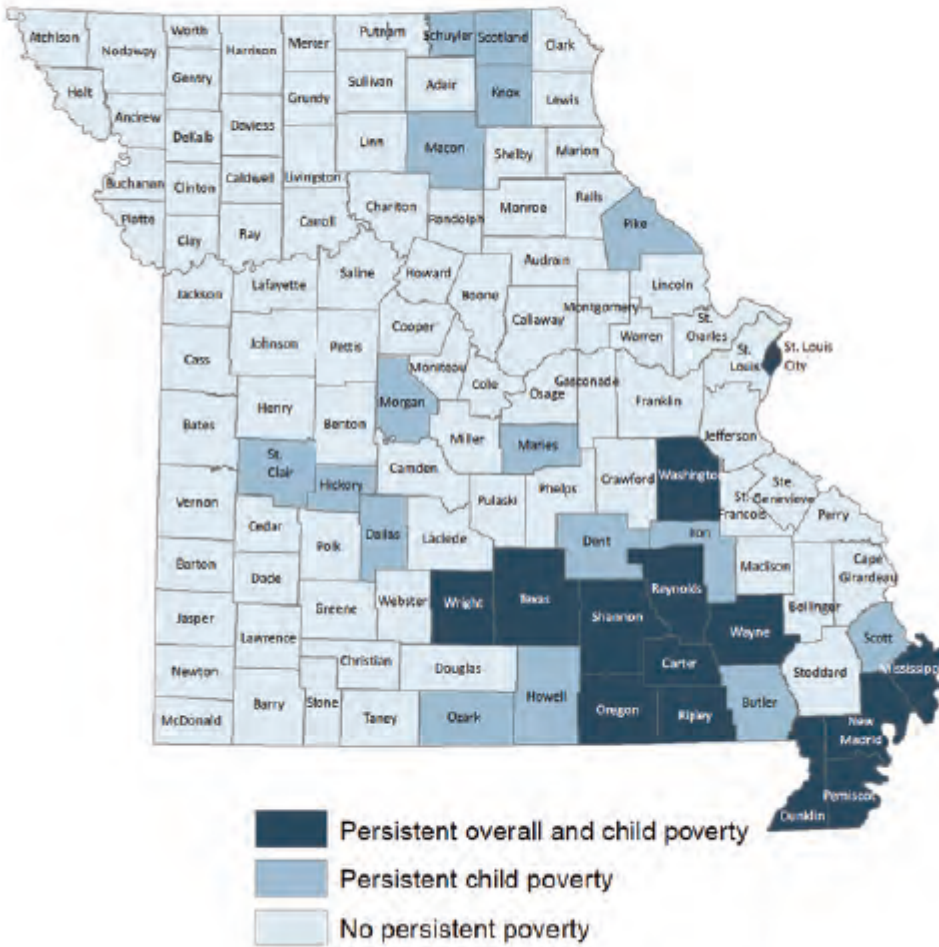
Source: U.S. Department of Agriculture, Economic Research Service

The above map illustrates the poverty levels in Missouri. Of the 13 counties classified to have "persistent overall and child poverty" levels, Missouri has an inspection station in all but 6 of them. However, there are many CPS Technicians who travel across counties to meet the needs of the community.

Counties with at least one
CPS Technician and/or Instructor
as of 6/13/2017
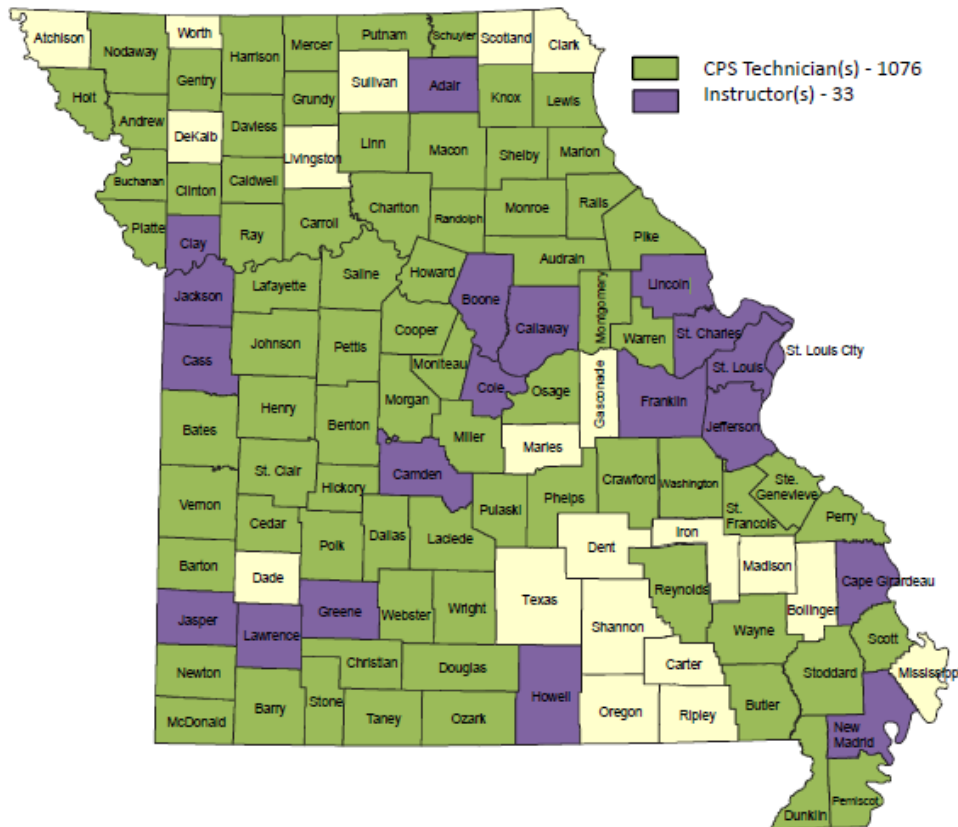
The above map displays the counties with at least one technician or instructor within the county. A listing of all inspection stations can be found in Appendix D.

In counties without an inspection station there are technicians who work in hospitals, departments of health, police departments, etc. who are not associated with an inspection station. Many of these technicians provide service to parents/caregivers who seek education on proper use of child safety seats even if they live in another county.

A child restraint is not necessarily provided by the inspection station each time. Parents sometimes only need assistance with technique or in making appropriate seat selection for their child. It is estimated that most Missouri inspection stations conduct an average of 300 child safety seat inspections per year. These inspections can be scheduled by parents during

organized CPS check-up events or by making an appointment with a certified technician that can be located by accessing the NHTSA website.

At the end of each CPS training course supported by the Highway Safety office, instructors give a brief overview of the procedures to become an inspection station. Students are encouraged to talk with their employer/agency about the benefits of becoming an inspection station. The NHTSA form is provided to students so they can complete and submit it to the NHTSA contact. This process has been very successful in past years.

Evidence of successful outreach includes the distribution of 1,669 child safety seats from Section 405(b) and 402 funds to inspection stations in 2016 to low income families per guidelines set forth by the MO CPS Advisory Committee. Guidelines established by the Committee spell out the terms and conditions of being eligible to receive child safety seats for low income families. Those guidelines are:

1. The agency must be listed as a NHTSA-approved check site with certified technicians on staff.
2. Child restraints must be distributed to families with an economic need.
3. If a donation is collected, then federal regulations regarding program income will be followed (2 CFR Part 200, Section 200.307)
4. The agency will maintain records of the distribution(s) and donations collected.
5. All collected donations must be used to replace seats in a certified child car seat program. A certified CPS technician/instructor should supervise all child restraint distribution programs and ensure that adequate training based on the NHTSA standardized curriculum is provided to those distributing the selected seats. The certified technician should also ensure that appropriate training is provided to the recipients of the seats.

Child Passenger Safety Technicians

The CPS Coordinator in Missouri's Highway Safety Office (HSO) formulates an annual plan to recruit, train and maintain a sufficient number of child passenger safety technicians. As of May, 2017, there were a total of 1,063 certified CPS technicians in Missouri. There are 34 certified instructors (a slight decrease from last year). A list of these technicians and instructors is downloaded on a monthly basis from the Safe Kids Worldwide website and maintained in the Highway Safety Office. This list is also provided to regional contacts for local communication efforts, and any public entity requesting such information. A listing of the CPS technicians and instructors by county can be located in Appendix E.

In 2006, the first CPS Summit convened in Missouri. As a result of that Summit, the Missouri CPS Advisory Committee was formed. The 12 members that make up this committee are CPS

technicians/instructors who are professionals employed by agencies including hospitals or health care facilities, law enforcement agencies (including the Missouri State Highway Patrol), a safe community organization, a safety and health council, a fire department, health departments, a Safe Kids organization, NHTSA, a safety alliance, and a MoDOT regional office. During an Annual CPS Summit these members meet to receive training, to discuss the next fiscal year budget, assist with the formulation of a state CPS plan, and make recommendations or policy enhancements to existing CPS programs in Missouri. This committee has been a key element in Missouri's successful CPS program.

The state plans to recruit, train and retain nationally Certified Child Passenger Safety Technicians to staff each child inspection station and inspection event located in the state. In an effort to maintain a sufficient number of child passenger safety technicians, between 8 and 12 CPS courses are sponsored by the HSO each year, estimating the certification of more than 200 new technicians annually. This number does not include classes that are sponsored by other agencies/partners not funded by the HSO. During the annual CPS Summit, members are provided with a state map that indicates the counties that are lacking CPS technician representation. If funding is needed in those counties, financial assistance may be provided to that member (CPS liaison) for training. An effort is made each year to review the map to ensure each county will have at least one technician. The addition of these new technicians each year helps to ensure that Missouri will maintain a consistent number of technicians. In 2002, there were less than 400 certified technicians in Missouri. Due to the efforts of an extraordinary, passionate group of safety partners, that number increased to over 1,000 by the end of 2014. It is necessary that at least one certified CPS technician be available at checkup events or inspection stations to provide key information to parents and caregivers about the proper installation of child safety seats.

In 2016, the HSO began a partnership with the Missouri Department of Health and Senior Services with a goal of recruiting at least one CPS technician in each county of Missouri. This project is led by the Collaborative Improvement & Innovation Networks (CoIIN).

CPS training opportunities are mentioned during grant meetings, regional meetings, and any time program staff members meet with the public and/or safety partners in an effort to promote child passenger safety. A CPS training brochure was developed and distributed to the public in an effort to reach potential partners that are interested in enhancing their careers in the field of child passenger safety. The brochure outlines the benefits and registration procedures for attending NHTSA's Standardized CPS training course. The brochure is available through the online ordering system along with other CPS-related safety materials.

The HSP plans to conduct and support at least one CPS Technician Training Course in each of the 10 CPS districts of Missouri during 2018. These courses will be scheduled after determination of location can be completed.

Proposed Child Passenger Safety Trainings Sessions:

Region	Approximate Number of Classes	Approximate Students per Class
North West	1	15
North Central	1	15
North East	1	15
Kansas City	4	15
Central	1	15
St. Louis	4	15
South West	1	15
Springfield	2	15
South Central	1	15
South East	1	15

Missouri
Occupant Protection
Strategic Plan

June 2016

Table of Contents

Mission

Improve traffic safety in Missouri by fostering effective communication, coordination and collaboration among public and private entities to implement strategies to increase safety belt use and thereby reduce the number of deaths and injuries resulting from unrestrained vehicle occupants in traffic crashes

Vision

Striving Toward Zero Deaths resulting from Unrestrained Vehicle Occupants on Missouri Roadways

Overall Goal

Increase statewide safety belt usage to reduce fatalities and serious injuries involving unrestrained vehicle occupants.

Benchmark

This goal will be measured by the number of unrestrained vehicle occupant fatalities and by the percentage of safety belt usage as measured by the annual Statewide Safety Belt Survey

The baseline for both benchmarks will be based on 2014 data

Background

Amazing results describe Missouri's efforts to save more lives and reduce serious injuries occurring on our roadways. Between 2005 and 2014, Missouri's annual traffic fatalities fell from 1,257 to 766, a reduction of 39.1 percent. This remarkable decrease is due in part to aggressive implantation of the strategic highway safety plans.

Missouri began conducting an annual safety belt survey in 1998 with results showing that only 60 percent of all drivers were buckling up. Although Missouri has a secondary law, law enforcement and other safety specialists worked hard to push that original number upward, reaching 79.9 percent use rate in 2011. Since 2011, Missouri has maintained that rate and increased it to 80 percent in 2015.

Pushing the seat belt use rate to 80 percent has managed to drive down the number of unrestrained fatalities as shown in the below graph.
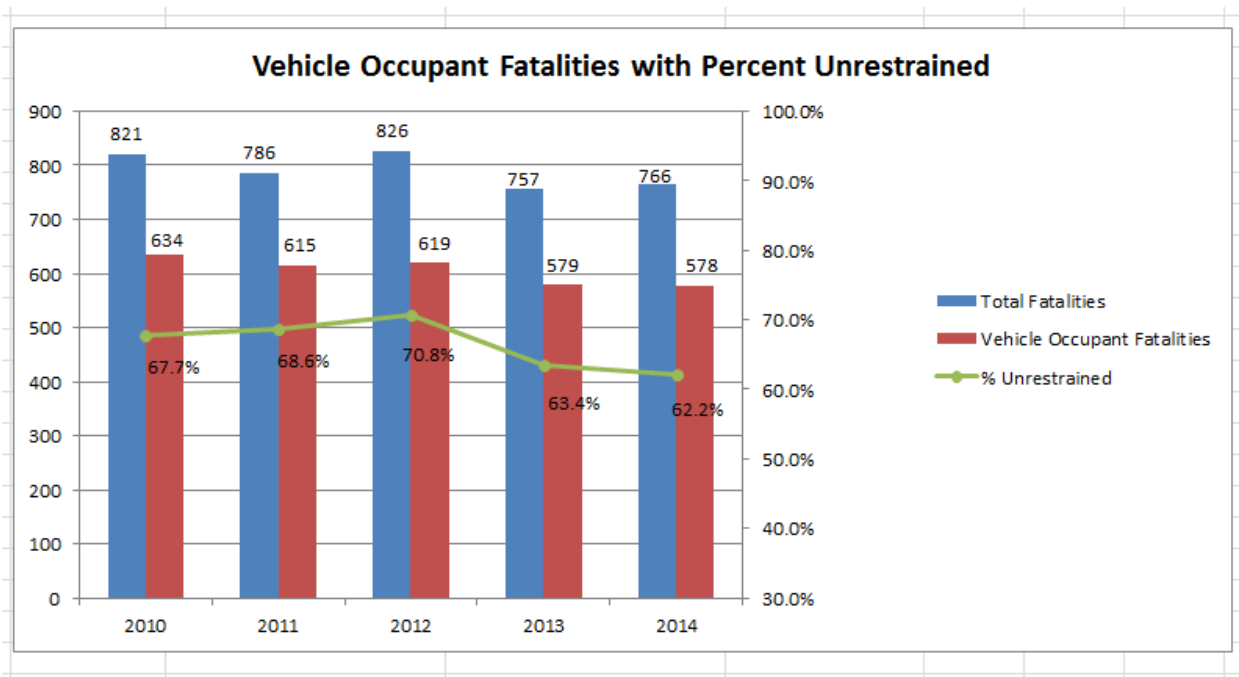
Missouri followed guidance provided by the Federal Highway Administration and the American Association of State Highway and Transportation Officials in 2004 and established a coalition of safety advocates, The Missouri Coalition for Roadway Safety. The MCRS was charged with leading the statewide implementation of the first strategic highway safety plan, Missouri's Blueprint for Safer Roadways, which set a goal of 1,000 or fewer fatalities by 2008. The MCRS is now working with the third edition of the Blueprint, Missouri's Blueprint to Save More Lives with a goal of 700 or fewer fatalities by 2016. At this time, MCRS is in the process of completing the fourth edition of the Blueprint to take effect in 2017 and will be setting the goals for that plan in the very near future.

The significance of the MCRS is paramount to traffic safety and the reduction of fatalities in Missouri. The coalition operates statewide with eleven subcommittees and one executive committee that are responsible for various areas of traffic safety. The Statewide Occupant Protection subcommittee was formed in December 2014 after a Missouri Improving Seat Belt Use Workshop, hosted by ICF

International , in partnership with the Missouri Department of Health and Senior Services and the Missouri Department of Transportation, with funding from the National Center for Injury Prevention and Control, Centers for Disease Control and Prevention. The Subcommittee focuses on the areas specific to reducing fatalities and serious injuries resulting from failure to wear safety belts or use child restraints. The Statewide Occupant Protection subcommittee was instrumental in hosting a strategic planning meeting in October 2015 with safety partners across the state, which began development of the first occupant protection strategic plan in the state. Information gained from this meeting will be utilized in updating the fourth edition of Missouri's Blueprint to Save More Lives .

Missouri currently outlines efforts to improve traffic safety and reduce fatal and serious injury crashes through several statewide plans. These plans include Missouri's Occupant Protection Strategic Plan; Missouri's Blueprint to Save More Lives; the Highway Safety Plan & Performance Plan; and the Department's Tracker.   Each of the plans are developed in different fashions yet build upon the others. The plans mentioned above can be located on the internet at the locations listed below:

Missouri's Blueprint to Save More Lives— www.savemolives.com/the-situation.html

2016 Highway Safety Plan & Performance Plan—www.modot.org/safety/index.htm

MoDot's Tracker can be found at—www.modot.org/about/Tracker.htm

Introduction

Using a safety belt is the most effective protection during a car crash. The simple truth is that a great majority of people ejected from a motor vehicle die.   In 2014, 578 vehicle occupants were killed in Missouri and 62.2 percent of those were not wearing a safety belt. If those occupants had chosen to wear a safety belt they would have increased their chance of survival by approximately 45 percent. The use of safety belts in light trucks can increase the chance of survival even higher as can the use of child safety seats.

Missouri law requires:
- *Children less than 4 years old or less than 40 pounds must be in an appropriate child safety seat, per manufacturer's instructions for the child restraint.*
- *Children ages 4 through 7 who weigh at least 40 pounds must be in an appropriate child safety seat or booster seat unless they are 80 pounds or 4'9" tall.*
- *Children 8 and over or weighing at least 80 pounds or at least 4'9" tall are required to be secured by a safety belt or booster seat appropriate for that child.*
- *All children less than 16 are required to be secured in a properly adjusted and fastened restraint.*

Missouri currently has a secondary safety belt law and legislative efforts to change to a primary law have been unsuccessful. Safety advocates continue to push for a primary law.   Although restricted by a secondary law, Missouri has been able to keep the safety belt use rate at 79 to 80 percent for five consecutive years. The Occupant Protection Subcommittee is setting objectives and selecting strategies to work to improve the use rate under current law.

Appendix A

MISSOURI OCCUPANT RESTRAINT USAGE RATES

YEAR	OVERALL USAGE (Drivers & Front Seat Outboard Passengers)		CHILD SAFETY SEATS		TEENS (Drivers & Front Seat Outboard Passengers)		COMMERCIAL MOTOR VEHICLE DRIVERS	
	Missouri	National	Missouri	National	Missouri	National	Missouri	National
2015	80%	N/A	N/A	N/A	68%	N/A	N/A	N/A
2014	79%	87%	91%	N/A	67%	N/A	81%	N/A
2013	80%	86%	N/A	N/A	67%	N/A	N/A	84%
2012	79%	86%	N/A	N/A	66%	N/A	81.5%	N/A
2011	79%	84%	N/A	N/A	67%	N/A	N/A	N/A

Child seat survey & CMV survey not conducted each year

I. Program Management

Missouri's Occupant Protection program is based on strong leadership and sound policy development. Efforts are driven by data and focus on the most at-risk populations. Programs and activities are carried out under the Strategic Plan and are guided by problem identification and monitored for effectiveness.

The Missouri Coalition for Roadway Safety was established in 2004 and led the effort to reduce fatal and serious injuries resulting from traffic crashes through implementation of Missouri's Blueprint for Safer Roadways (Now Missouri's Blueprint to Save More Lives). A subcommittee was formed to look at Fatal and Serious Injury crashes involving unrestrained occupants. This committee has been tasked with finding new ideas and strategies in the area of occupant protection for inclusion in the fourth edition of the Missouri Blueprint Plan. In addition, the Office of Highway Safety has assigned an Occupant Protection Coordinator within the office to help provide assistance to other state and local agencies on occupant protection programs. The coordinator works with agencies to encourage establishment of primary safety belt ordinances as the state continues to work for passage of a statewide law.

The Office of Highway Safety has worked to encourage the passage of primary safety belt ordinances. As of December 2015, there are 48 municipalities and 2 counties that have passed primary safety belt ordinances covering approximately 23.6% of the population in the State of Missouri.
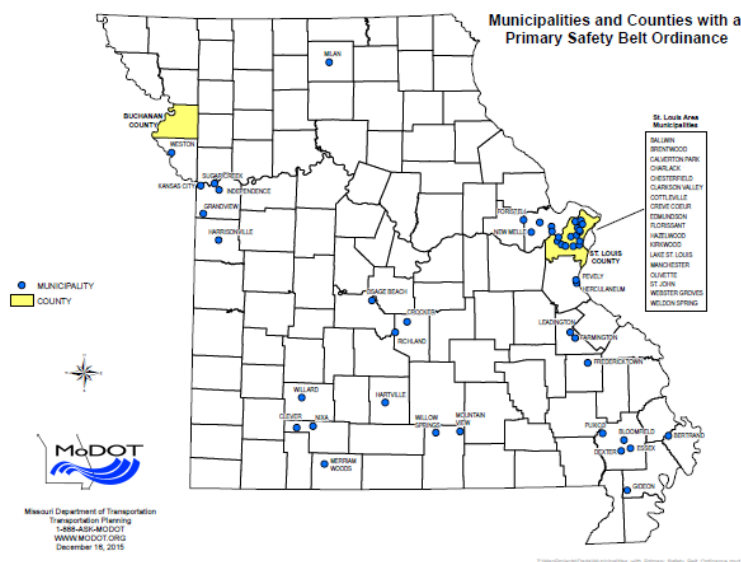
In October of 2015, the Office of Highway Safety hosted a two day Occupant Protection summit to create the Occupant Protection Strategic Plan modeled after the Highway Safety Program Guideline No. 20 from the Uniform Guidelines for State Highway Safety Programs. There were 25 participants in attendance at the summit representing law enforcement, prosecution, health services, safety advocates, and clergy.

Utilizing the uniform guidelines, those in attendance undertook the task of creating a rough draft outline of the first Occupant Protection Strategic Plan for the State of Missouri. That outline was used to create this plan.

The Office of Highway Safety sponsors the Law Enforcement Traffic Safety Advisory Council (LETSAC). Membership in LETSAC is granted to every police and sheriff's department in the state that wishes to participate. LETSAC is operated by a Board elected from the membership which consists of a Chairman, Vice Chairman, Secretary Treasurer, and a Board member from each of 9 regional areas of the state. In addition, standing members are appointed by Kansas City Police Department, St. Louis Police Department, the Missouri State Highway Patrol, along with one member each from the Office of Highway Safety and the Missouri Safety Center.   This group of law enforcement specialists serves as an advisory council to the Office of Highway Safety on law enforcement concerns. In addition, LETSAC provides law enforcement training which includes a yearly week long Traffic Safety Conference where various topics of traffic enforcement information is provided including occupant protection information. This conference historically serves approximately 250 to 300 officers from around the state.

The Office of Highway Safety conducts six occupant protection campaigns during the year, including the National Click it or Ticket (CIOT) campaign. In 2015, the Office of Highway Safety issued 36 full time occupant protection enforcement grants as well as two grants providing for the statewide and teen seat belt surveys.   In addition, 111 CIOT mini grants were awarded along with 104 youth seat belt and 85 Child Passenger Safety (CPS) mini grants.   In the current fiscal year the Office of Highway Safety will be awarding a new vehicle to one law enforcement agency based on their participation in all six of the occupant protection mobilizations including an educational component in each one. The winner will be randomly selected from all agencies that participate as provided.

Missouri conducted its first statewide safety belt survey in the fall of 1998 which revealed an overall use rate of 60%. Since that time, there have been minor changes in the overall methodology of the survey. The 2015 survey was conducted June 1 through June 14, 2015. 28 counties were selected from a pool of counties representing 85% of the unrestrained fatalities in the state. There were 4 counties surveyed from each of the seven Missouri Department of Transportation districts resulting in not only a statewide use rate but also a regional use rate for each region in the Missouri Coalition for Roadway Safety for their use in their respective areas. In each of the 28 counties, 20 roadway segments were selected for a total of 560 observation sites. Two person teams conducted the observations from 7:00 AM to 6:00 PM.   The observations started at predetermined times and continued for exactly 45 minutes at each site.   Observers made note of drivers and front seat passengers in passenger cars, vans, sport utility vehicles, and pickup trucks. Based upon a total of 91,463 vehicles and 118,081 vehicle occupants observed, the 2015 safety belt use rate on Missouri roadways was found to be 80%.

Missouri conducted its first teen safety belt survey in 2004 which resulted in an overall use rate of 54%. There have been very minor changes to the methodology used for the survey since that time. The 2015 teen survey was conducted April 1 through April 30, 2015. Two observers were used at each of 150 high schools selected. Schools were selected from each of the seven Missouri Department of

Transportation districts. The number of schools selected from each district was in proportion to the number of schools that district has in comparison to the state total of 496 public high schools.

The surveys were conducted in the morning as people were arriving at school. Observers noted both the driver and front seat passenger safety belt use as well as their race and gender.   There were 16,285 teen and 10,868 adult drivers observed. In addition, 10,422 front seat outboard passengers were identified of which 9,748 were teens, 395 adults, and 279 children.   The 2015 safety belt use for all teenage drivers and teen front seat outboard passengers was 69%.

The first Child Safety Seat survey was conducted in Missouri in 2001 with the result of a 64% use rate for child seats. The survey was conducted yearly until 2009 with the use rate increasing each year to a total of 91% in 2009. Due to lack of funding, the survey was not completed again until 2014 at which time the use rate was found to still be at 91%.   The survey in 2014 was conducted in 18 counties across the state at 21 Wal-Mart Supercenters or stores. Observations were based upon the child being restrained versus not restrained and did not attempt to determine "correct" usage of the devices.   The 18 counties were randomly selected from the Urban and Rural counties utilized for the statewide safety belt survey prior to 2013. Jackson and St Louis counties were automatically placed in the pool due to their large population base.   Most of the surveys were conducted on Friday, Saturday or Sunday in 2 hour blocks from 9:00-11:00 AM, 1:00-3:00 PM, and 5:00-7:00 PM totaling six hours per site. A total of 2,432 children were observed under the age of four riding in 2,056 vehicles.

Missouri conducted the first Commercial Motor Vehicle survey in 2004 with the results showing that only 59% of all drivers were buckling up. The following year that total had risen to 66%. Due to funding, the CMV survey is not completed every year. The survey conducted in 2010 showed that the usage rate had risen to 80.6% and the state has been able to hold that level for the last several years as the two subsequent surveys have shown 81% usage rates.

II. Legislation, Regulation and Policy

The State of Missouri currently has a secondary seat belt law that was passed in 1985. Since that time there have been numerous attempts to strengthen the law and move towards a primary law. While there have been some changes and improvements in the law concerning children, the legislature has been unwilling to pass a primary seat belt law.

The Office of Highway Safety continues to push and fight to enhance the current law.   There is hope that if the primary law cannot be approved, that legislators may at least increase the fine schedule for these violations.   The current fine is $10 with no court costs for the violation and it does not get placed on the driving record of the driver or passengers. As previously stated, there have been individual cities and counties that have passed their own primary laws which now encompass over 23% of the current population in Missouri.   The Office of Highway Safety will continue to push for all occupants in the vehicle to be required to buckle up.

Missouri currently has a Graduated Driver License (GDL) law which requires applicants 16 to 18 years of age to complete at least six months of driving on a learners permit prior to applying for an intermediate license. At all times during these six months they must be accompanied by a licensed driver who is over 21 years of age and who is occupying the adjacent seat. To obtain an intermediate license the permit holder must have a parent, grandparent, or legal guardian sign the application stating that the driver has completed a minimum of 40 hours of supervised driving. As an intermediate license holder, the driver is restricted from operating a vehicle from 1:00 AM to 5:00 AM unless accompanied by a parent, grandparent, or legal guardian, unless travelling to or from a school or educational program or activity. In addition, when a driver with an intermediate license is operating a vehicle, all passengers in the vehicle must have on a safety belt, and for the first six months they may not have more than one passenger under the age of 19 in the vehicle who is not an immediate family member.

The Office of Highway Safety works with state and local agencies to implement safety belt policies. To receive any grant funding from the office, an organization is required to have a safety belt policy in place. Agencies are required to note the policy on their application and have the policy available for review. Agencies are encouraged to enforce their safety belt policy at all times.

The Office of Highway Safety encourages insurance companies to offer economic incentives for policyholders who wear safety belts and secure children in child safety seats or other appropriate restraints.

The Office of Highway Safety continues to encourage legislation to require driver education programs to qualify for a driver's license. So far the state legislature has been unwilling to require such a program and large numbers of local school boards have elected to cut the program from current curriculums.

III. Enforcement Program

The Office of Highway Safety encourages law enforcement efforts in the area of occupant protection through the use of yearly mobilizations and the Click it or Ticket Campaign. Federal grant money is used to provide funding for overtime during Click it or Ticket and Youth Seat Belt campaigns to get more departments involved in these mobilizations. Since 2010, there has been an increase from 113 to 202 law enforcement agencies participating in the Click it or Ticket campaign.

Number of Law Enforcement Agencies reporting for *Click It or Ticket* and *Drive Sober or Get Pulled Over* Campaigns.

Calendar Year	CIOT	DSOGPO
2011	202	222
2012	113	230
2013	178	203
2014	150	150
2015	160	168
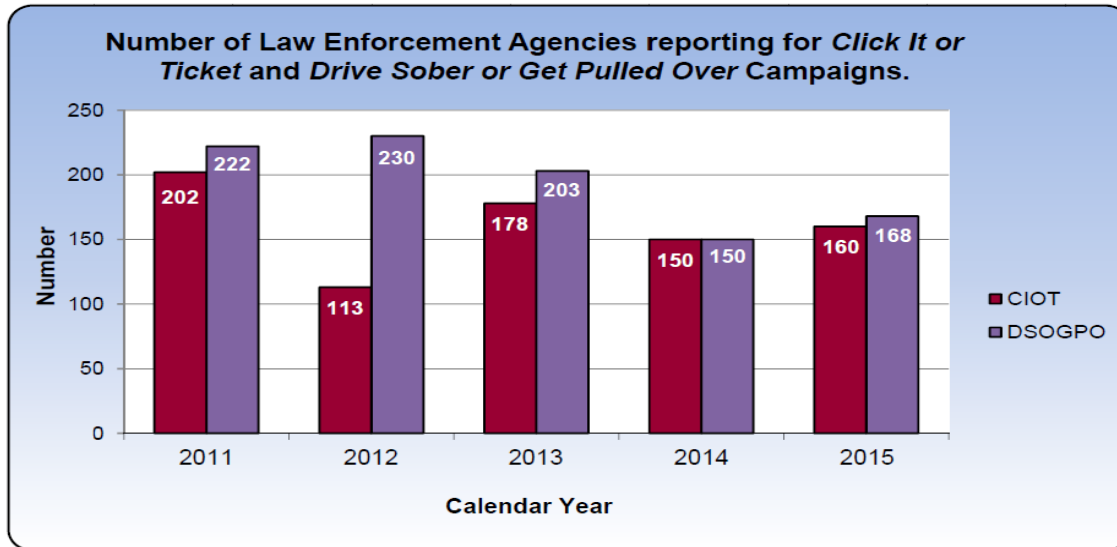
The Office of Highway Safety has noted an obvious reduction in enforcement and grant overtime worked. This reduction can be directly correlated to the amount of overtime and officers that were reassigned due to civil unrest resulting from incidents in North St. Louis County. That coupled with new legislation in Missouri that is limiting funds that may be generated from traffic enforcement is having a noticeable effect. It is believed that once the departments get back to full staff and officers are not tied up on these issues, things will level out and traffic enforcement will return to previous numbers.

Citations/Warnings Issued During the Click It or Ticket Safety Belt Campaign

Year	2011	2012	2013	2014	2015
Participating Agencies	202	113	178	150	160
Hours Worked	15,722	6,079	9,011	7,365	7,334
Traffic Stops	28,905	18,523	17,195	17,131	14,332
Sobriety Checkpoints	21	5	6	3	2
DWI Arrests	386	147	193	167	239
Safety Restraint	7,283	5,201	9,074	9,050	7,785
Child Passenger	330	164	369	377	132
Felonies	97	74	85	109	115
Stolen Vehicles Recovered	4	4	4	9	3
Fugitives Apprehended	471	217	242	503	316
Suspended Licenses	1,377	850	1336	1576	1,271
Uninsured Motorists	3,311	2,303	3,149	3,284	2,792
Speeding	10,046	6,571	8,754	8,682	8,069
Reckless Driver	307	119	191	213	181
Drugs	176	84	194	170	211
Other	11,964	8,199	9,086	9,491	9,355

The Missouri State Highway Patrol takes the lead for traffic enforcement efforts within the state, enforcing all violations including occupant protection violations. Troopers are used in various grant projects throughout the year in addition to their normal patrol duties. They target specified safety corridors and also participate in specifically targeted occupant protection activities. Below is the breakdown of the MSHP enforcement in Child Restraint and Fail to Wear a Safety Belt.

SAFETY DEVICE CITATIONS ISSUED BY MSHP

Year	Child not secured by booster restraint/seatbelt	Driver/front seat passenger fail to wear safety device/Under 18 fail to wear safety device in truck
2010	3,135	62,306
2011	2,805	57,308
2012	3,775	68,996
2013	3,774	70,615
2014	3,558	63,568

■ Child not secured by booster restraint/seatbelt

■ Driver/front seat passenger fail to wear safety device/Under 18 fail to wear safety device in truck

The Office of Highway Safety provides overtime funding to various law enforcement agencies to conduct enforcement activities including Hazardous Moving enforcement, DWI enforcement, and safety belt enforcement.   Below is a breakdown of other law enforcement agency activity for Child Restraint and Fail to Wear a Safety Belt.

Legend:
- **Child not secured by booster restraint/seatbelt**
- **Driver/front seat passenger fail to wear safety device/Under 18 fail to wear safety device in truck**
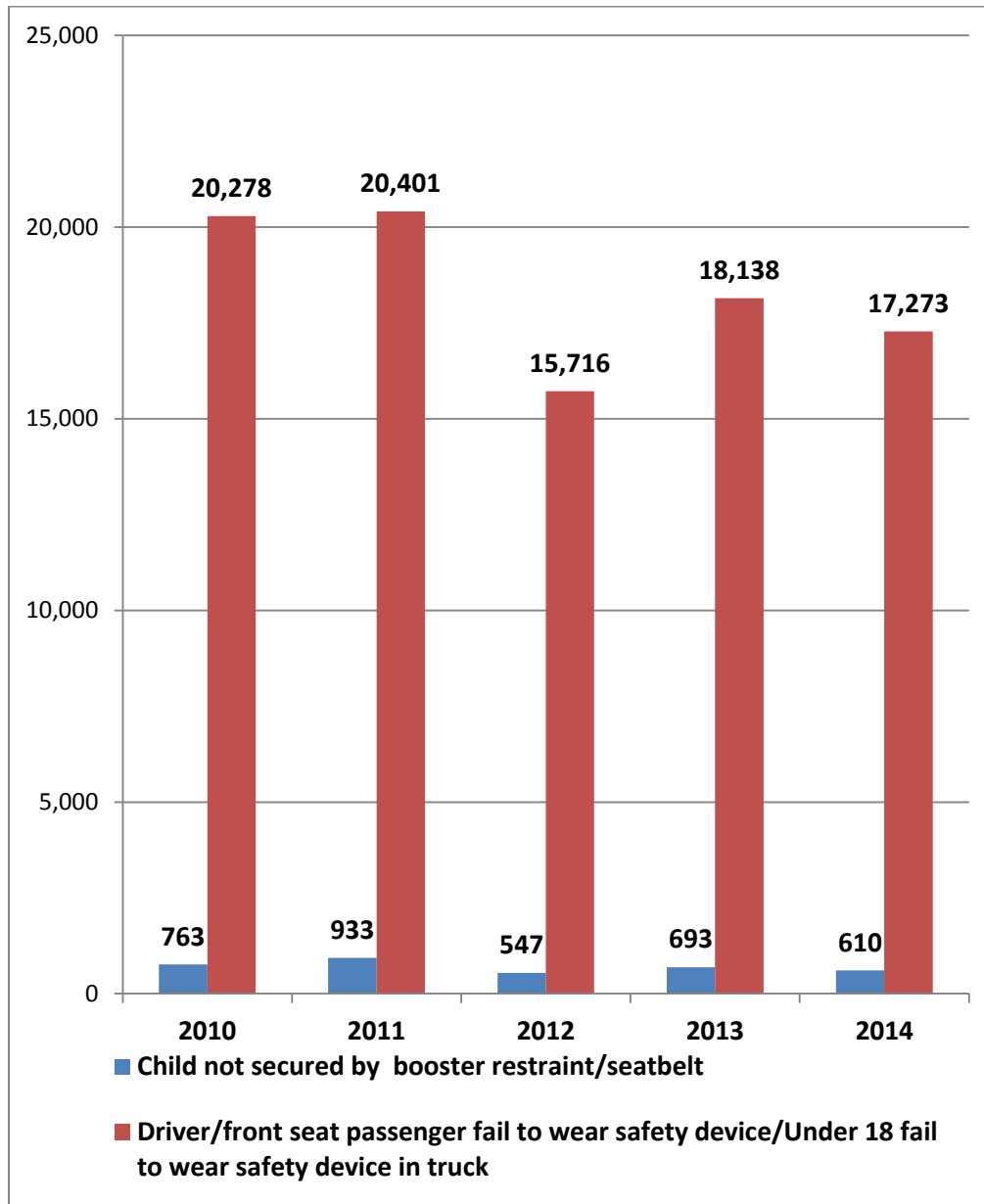
The Office of Highway Safety has added two Law Enforcement Liaisons to current staffing and plan to add a third liaison in the near future to focus on occupant protection, child passenger restraint, and alcohol enforcements. Their duties will include contacting law enforcement agencies throughout the state to increase the number of agencies participating in the safety belt mobilization efforts, as well as to push for more agencies to apply for grant funding for traffic enforcement.

Missouri will continue to conduct frequent, high-visibility law enforcement efforts, coupled with communication strategies, to increase seat belt and child safety seat use. Essential components of the law enforcement efforts include accessing the Patrol Records Division of the Missouri State Highway Patrol data from statewide crash reports detailing occupant protection system usage, to include seat belt and child safety seat use, restraint type, and air bag presence and deployment. The Office of Highway Safety currently collects safety belt citation data from the Missouri State Highway Patrol and all grant funded activities, including annual mobilization campaigns. The Office will continue to work with traffic safety partners, such as LETSAC, to offer occupant protection enforcement training and support safe nighttime occupant protection enforcement strategies

IV. Communication Program:

Missouri implements a statewide comprehensive communications plan that supports priority policies and program efforts. Campaign materials target at-risk groups who are identified through statewide traffic data and provide special emphasis during high-risk times including the national crackdown periods and quarterly high visibility enforcement efforts.

The Missouri Department of Transportation conducts an annual telephone survey to adult Missouri drivers. The research project surveyed 2,502 adult Missouri drivers in March, 2015, to capture their current attitudes and awareness of specific highway safety concerns such as seat belt usage, speeding, cell phone use while driving and impaired driving. Results are presented for the entire state and each of the seven districts.

Missouri publicizes its high visibility enforcement efforts through paid and earned media and uses messages consistent with national campaigns.   Missouri participates in each of the national crackdowns and encourages all law enforcement agencies to increase their enforcement efforts during these events.

When enforcement activities are being conducted, the Traffic and Highway Safety grant funded agencies are strongly encouraged to provide press releases to their local media. The releases announce their upcoming events and release their results after the activity.

MoDOT's Communications Division documents all radio and television interviews, logs the number of press conferences and maintains files of articles printed in newspapers. Newspaper articles are tracked through a clipping service.

In order to continue to raise awareness and change driving attitudes and behaviors, the safe driving messages are perpetuated through traditional media vehicles (TV, radio, print, outdoor, digital and web) as well as through social media throughout the year. Social media has become a

key part of the highway safety campaigns, increasing awareness and conversation about safe driving, complementing PSA distributions and helping to spread campaign messages virally. Social media efforts will continue through mainstream platforms such as Facebook, Twitter and Instagram.   Media outlets will continue to be encouraged to report seat belt use and nonuse in motor vehicle crashes.

Missouri publicizes the various safe driving messages on our website, SaveMOLives.com. New videos on the website include an ASL interpreter to help facilitate communication with the Deaf and Hard of Hearing. The Office of Highway Safety is looking to expand American Sign Language interpreter use on videos, as well as, providing safety belt materials in other languages.

Missouri Office of Highway Safety enlists the support of a variety of media, including mass media, to improve public awareness and knowledge and to support enforcement efforts on seat belts, air bags, and child safety seats. Communication programs and materials are culturally appropriate, multilingual and include the Deaf and Hard of Hearing population.

The Office will continue to ensure that the Missouri Coalition for Roadway Safety (MCRS) and the Public Information and Education Subcommittee create and distribute seat belt messages to be used in all media outlets, including social media. All media campaign messages are evaluated and tracked for effectiveness and statewide reach. All MCRS partners and Office of Highway Safety grantees are encouraged to use and distribute such messages.

V. Occupant Protection for Children Program

While Missouri only has a secondary Safety Belt law for adults, the Child Safety Seat and Under 16 Safety Belt law are both Primary Enforcement laws. The driver of the vehicle is responsible for ensuring that these laws are obeyed.

Missouri law requires all children less than 4 years old or less than 40 pounds to be properly secured in an approved Child Safety Seat. Children age 4 through 7 who weigh at least 40 pounds up to 80 pounds must be secured in a child safety seat or booster seat unless they are 80 pounds or 4'9" tall. Children 8 and over weighing at least 80 pounds or at least 4'9" tall are required to be secured by a safety belt or be buckled in appropriate booster seat. All children less than 16 are required to be secured in a properly adjusted and fastened restraint.

The Office of Highway Safety conducted its first Child Safety Seat survey in 2001 with a statewide use rate of 64%. Based on that survey, the office increased its effort in education of the problem and provided additional training to law enforcement to enforce the Child Passenger Safety laws. Additional funding was provided to purchase child safety seats to low-income families.   The survey was conducted each year through 2009 with the use rate rising steadily each year to 91% in 2009. Due to unavailability of funding, the Child Safety Seat survey has only been completed once since 2009, with the use rate remaining at 91% in 2014, matching the rate from 2009.

The Office of Highway Safety has a designated CPS coordinator who oversees the grant funding in this area. Funding is provided for the purchase of Child Safety Seats as well as to provide training for certified Child Safety Seat Technicians and Inspection Stations. The coordinator assures that adequate and accurate training is provided to the professionals who deliver the occupant protection programs for

parents and caregivers. The coordinator promotes activities to increase the use of booster seats by children who have outgrown infant or convertible seats. The coordinator collects and analyzes key data in order to evaluate the progress of the overall program.

The Office of Highway Safety encourages law enforcement partners to vigorously enforce all child occupant protection laws. The Office will continue to enlist the support of all media outlets to increase public awareness about child occupant protection laws and the use of child restraints. Strong efforts are made to reach under-served populations and the child occupant protection programs at the local level are periodically assessed and designed to meet the unique demographic needs of the community. Carefully crafted and administered child safety seat subsidy and/or give-away programs will continue as funding allows. In order to maintain qualified Child Passenger Safety Technicians and Instructors, the Office will continue to provide CPS training and opportunities for re-certification and CEUs, and foster networking opportunities.

VI. Outreach Program

The Office of Highway Safety will continue to maintain the Coalition for Roadway Safety as we move toward the third generation of the Blueprint for Safer Roadways. The office is currently trying to expand the safety partners by reaching out to industry and private companies to join in the coalition. Plans are in progress to schedule "Lunch and Learn" meetings with these groups in hopes of increasing participation as well as trying to get them to increase their safety belt use and safety messages within their companies.

The MCRS is comprised of members from the Missouri Department of Transportation, Law Enforcement, Medical and Health related fields, Education, Court officials, State agencies and many other local organizations. There are seven Regional Coalitions from each area of the state, and members also serve on various sub-committees such as the Occupant Protection Committee.

A. Diverse Populations

The Office of Highway Safety will be looking to expand its current occupant protection brochures and pamphlets to include other languages.   Media events will now include a sign language interpreter to assist the Deaf and Hard of Hearing.   The Office of Highway Safety has invited various leaders to serve on the MCRS and has had some limited success.

Missouri Office of Highway Safety will work closely with individuals and organizations that represent the various ethnic and cultural populations reflected in Missouri demographics. Individuals from these groups might not be reachable through traditional communication markets. Community leaders and representatives from the various ethnic and cultural groups and organizations will help Missouri to increase the use of child safety seats and seat belts. Missouri will strive to evaluate the need for and provide material and resources in multiple languages. Guidance is provided to grantees on conducting outreach in diverse communities with the help of data that is collected and analyzed on fatalities involving diverse populations. The MCRS continually seeks out and encourages representation of diverse groups on Missouri occupant protection coalitions and other work groups, utilizing leaders from diverse communities as spokespeople to promote seat belt use and child safety seats.

B. Health, Medical, and Emergency Services

The Office of Highway Safety works closely with Health, Medical, and Emergency Services. There are representatives serving as safety partners on numerous safety programs.   Many health professionals participate in safety events and give presentations on safety belt and child safety seat use. Public Health and medical personnel are required to use safety belts when driving within the State of Missouri, and most if not all EMS providers have internal policies in place requiring personnel to use safety belts.

Emergency Room Physicians and Nurses are required to attend 8 hours of continuing education in trauma each year, which may include information on motor vehicle crashes and the use of safety belts in vehicle crashes.   Victims brought to the emergency room after a vehicle crash often are asked if they were wearing a safety belt.   Pediatricians in Missouri are encouraged to speak with their patients about wearing safety belts and the use of car seats when they are completing their yearly physical exams.   Hospitals in Missouri are encouraged by the American Academy of Pediatrics to take an inclusive approach involving multiple areas of the hospital in CPS policy, program development, and implementation. The AAP has written best practice recommendations in the "Hospital Discharge Recommendations for Safe Transportation of Children" 2014 report.

 Missouri Office of Highway Safety will work to integrate occupant protection into health programs. The failure of drivers and passengers to use occupant protection systems is a major public health problem that must be recognized by the medical and health care communities. The Office, the State Health Department, and other state and local medical organizations will work to collaborate in developing programs that encourage occupant protection professional health training and comprehensive public health planning and support occupant protection systems as a health promotion/injury prevention measure. Data is collected, analyzed, and publicized on additional injuries and medical expenses resulting from nonuse of occupant protection devices.

C. Schools

An excellent means to reach the youth of Missouri is to work with the school districts encouraging positive safety belt messaging and education within the schools. Missouri Office of Highway Safety will continue to encourage school boards, educators and other educational stakeholders or advocacy groups to incorporate occupant protection education into school curricula and programs.

The Office in cooperation with the State Department of Elementary and Secondary Education encourages schools that highway safety and traffic-related injury control, in general, and occupant protection, in particular, are included in the State-approved K-12 health and safety education curricula and textbooks. Schools will be encouraged to establish and enforce written policies requiring school employees and students to use seat belts when operating a motor vehicle, active promotion of regular seat belt use through classroom and extracurricular activities as well as in school-based health clinics; and work with school resource officers to promote seat belt use among high school students.

D. Employers

Private sector employers should follow the lead of Federal and State government employers and comply with Executive Order 13043, "Increasing Seat Belt Use in the United States," as well as all applicable Federal Motor Carrier Safety Administration Regulations or Occupational Safety and Health Administration regulations requiring private business employees to use seat belts on the job.

The Missouri Office of Highway Safety and the MCRS will collaborate with employers to encourage development of programs that establish and enforce a seat belt use policy with sanctions for nonuse; and conduct occupant protection education programs for employees on their seat belt use policies and the safety benefits of motor vehicle occupant protection devices.

VII. Data and Program Evaluation

Missouri Office of Highway Safety will access and analyze reliable data sources for problem identification and program planning. The Office will continue to conduct and publicize at least one statewide observational survey of seat belt and, as funding permits, child safety seat use. The Office will ensure that the survey meets current, applicable Federal guidelines.

Data on child safety seat use, safety belt use and air bag deployment in fatal crashes through observational usage surveys and crash statistics will continue to be collected and analyzed in order to identify high-risk populations. Statewide surveys of public knowledge, attitudes and practices about occupant protection laws and systems will drive the media messages used to encourage safety belt use. Law enforcement agencies will continue to be encouraged to participate in safety belt campaigns and issue citations during all hazardous moving violation traffic stops. Data from citations written, morbidity and the estimated cost of crashes will continue to be used and available for planning and evaluation of occupant protection programs and to determine the relation of injury to seatbelt use and nonuse.

VIII. Conclusion

In adopting this strategic plan, Missouri hopes to continue its successes in reducing overall traffic fatalities by focusing on those fatalities involving unrestrained vehicle occupants. The specific goals and plans outlined herein will assist in those efforts. When these strategies are fully implemented, we hope to meet our objective of reducing unrestrained passenger vehicle occupant fatalities to 326 or fewer by 2016.

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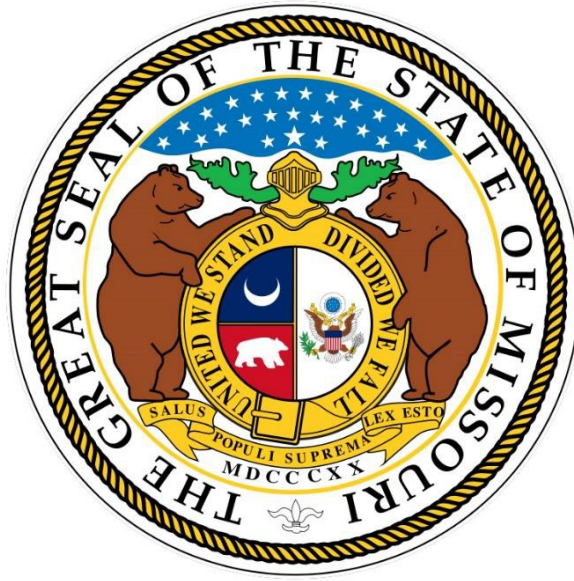
MISSOURI

Occupant Protection Program Assessment

February 13-17, 2017

ASSESSMENT TEAM MEMBERS

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INTRODUCTION

The state of Missouri, in cooperation with the National Highway Traffic Safety Administration (NHTSA), initiated an Occupant Protection Program Assessment, which was conducted from February 12-17, 2017.

Recommendations from this assessment are intended to guide the Office of Highway Safety (OHS) toward improvements in program management; regulations, legislation and policy; law enforcement; communication; occupant protection for children; outreach; and data and evaluation.

OHS guides Missouri's overall highway safety program, identifies the most critical statewide traffic safety needs, awards and monitors highway safety grants, and coordinates high visibility enforcement mobilizations such as *Click It or Ticket*. OHS takes a comprehensive approach in addressing the State's diverse occupant protection challenges – from reducing the overall number of crashes of all kinds, to reducing unrestrained fatalities and increasing observed seat belt use rates. OHS relies heavily on performance management and observational surveys to assess program efficacy.

From 2005-2013, Missouri saw a 40 percent reduction in motor vehicle crash-related fatalities. In fact, in 2013, 757 people were killed in traffic crashes on Missouri roadways -- the lowest number since 1945. Beginning in 2014, however, roadway fatalities in Missouri increased as the continuing national economic recovery and low gasoline prices spurred dramatically higher numbers of miles driven, and an accompanying elevated risk of injury or death in crashes. This trend is reflected in varying degrees in states across the country, and has resulted in increased numbers of fatalities across age, gender and socioeconomic groups.

Specifically, in 2014, the steady reduction in Missouri's roadway fatalities was reversed as fatalities increased slightly to 766. In 2015, however, the number of fatalities jumped by more than 100 to a total of 870 and in 2016, increased by an estimated 69 additional lives lost for a total of 939 fatalities in 2016. This amounts to an alarming 23 percent increase in roadway deaths in Missouri from 2014-2016.

Missouri has struggled to achieve meaningful increases in its seat belt use rate in recent years, although the rate increased by 1.5 percentage points to 81.4 percent in 2016.

Missouri has tackled its youth fatalities problem aggressively, and rightly so: Missouri's teen seat belt usage rate stands at only 70 percent. In 2015, 62.7 percent of all vehicle occupants fatally injured in crashes in Missouri were unrestrained. Of the 15 to 20 year-olds who died (76 total) as occupants in crashes, 75 percent of them were unrestrained. Similarly, among 21 to 25 year-olds (68 total), 72 percent were unrestrained.

With 33,000 miles of state-owned and maintained roadways, Missouri's State road system is the seventh largest in the country. Roughly 75 percent of fatalities occur on the major State-owned roads. The "off (county/city) system" consists of 96,000 road miles. Similar to national trends, Missouri seat belt use compliance in rural areas is generally lower than more populated areas. Young men, pickup truck drivers and minorities are also less likely to buckle up.

Missouri, known as the "Show-Me State," has highly varied geography and is the 21st largest and the 18th most populous of the 50 United States. According to the 2010 U.S. Census, more than six million people live in Missouri with over half of Missourians residing within the St. Louis and Kansas City metropolitan areas.

The State of Missouri has a secondary enforcement seat belt law for adults in the front seat of passenger vehicles. There is no seat belt requirement for adult rear seat occupants. With little political will at the state level, largely due to freedom of choice concerns, Missouri's prospect of upgrading to primary enforcement at the current time is bleak. To Missouri's credit, the State leads the way in enacting local primary enforcement seat belt law ordinances. Currently 23 percent of Missouri's population is covered by 53 local primary enforcement seat belt ordinances. This offers a unique opportunity to mitigate secondary law enforcement challenges and reduce serious injuries and fatalities on Missouri's roadways.

With 114 counties and more than 600 law enforcement agencies in the State, OHS has three Law Enforcement Liaisons who work to recruit and maintain enforcement agencies to participate in year round and/or mini-grant opportunities.

Despite Missouri's many challenges, OHS staff and those interviewed as part of this assessment are dedicated to improving highway safety for all Missourians. Each person brings his or her own unique expertise and experience that should be leveraged to the fullest capacity.
Using occupant protection is the single most effective habit Missourians can adopt to protect themselves in a crash. Based on the fundamental elements of the Uniform Guidelines for State Highway Safety Programs for Occupant Protection, this assessment report identifies Missouri's strengths and challenges and provides recommendations for the major occupant protection program areas.

ACKNOWLEDGEMENTS

Notes:

The information included in this document has been collected from a variety of sources including interviews, official documents, websites, and other materials. Sources may not be consistent. Some copyrighted material has been used under the "Fair Use" Doctrine of the US copyright statute.

ASSESSMENT BACKGROUND

The purpose of the Occupant Protection Program Assessment is to provide the State of Missouri with a comprehensive review of its occupant protection program by identifying strengths, accomplishments, and challenges. In addition to using data and other resources, this report provides valuable insights for occupant protection program planning.

The assessment process provides a systematic approach for measuring progress by following the format of the Uniform Guidelines for State Highway Safety Programs, Guideline No. 20, Occupant Protection (November 2006). These guidelines offer direction to states in formulating their plans for highway safety efforts that are supported with 23 U.S.C. Section 402 (State and Community Highway Safety), 23 U.S.C. Section 405(b) (Occupant Protection) and other grant funds. The guidelines provide a framework for developing a balanced highway safety program and serve as a tool with which states can assess the effectiveness of their own programs. All states, in cooperation with their political subdivisions, should have a comprehensive occupant protection program that educates and motivates its citizens to use available motor vehicle occupant protection systems. A combination of use requirements, aggressive enforcement, public information, education, and incentives is necessary to achieve lasting increases in occupant protection usage, which will prevent fatalities and decrease the number and severity of injuries.

The National Highway Traffic Safety Administration (NHTSA) staff facilitated the Occupant Protection Program Assessment. Working with the Missouri Department of Transportation (MoDOT) Traffic and Highway Safety Division's Office of Highway Safety (OHS), NHTSA recommended a team of five individuals with proven expertise in various aspects of occupant protection program development, implementation, and evaluation. Efforts were made to select a team that reflected the needs and interests expressed by OHS.

The assessment consisted of a thorough review of state-provided occupant protection program briefing materials and interviews with state and community-level program directors, coordinators, advocates, law enforcement personnel, and OHS staff. The conclusions drawn by the assessment team were based primarily upon the facts and information provided in the briefing materials and by the various experts who made presentations to the team.

Following completion of the interviews on Wednesday, February 15, 2017, the team convened to review and analyze the information presented. On Friday, February 17, 2017, the team briefed OHS and other invited guests on its findings and discussed major points and recommendations. The assessment team noted that many occupant protection and general traffic safety activities are conducted throughout Missouri. It is not the intent of this report to thoroughly document all of these successes, nor to give credit to the large number of individuals at all levels who are dedicated to traffic safety.

By its very nature, the report focuses on areas where further improvements can be made. Please consider this report as constructive criticism. It is an attempt to provide assistance at all levels for improvement, which is consistent with the overall goals of assessments.

This report is a consensus report. The recommendations provided are based on the unique characteristics of Missouri and what the assessment team members believe Missouri, its political subdivisions, and partners can do to improve the reach and effectiveness of the occupant protection program.

Missouri conducted a NHTSA occupant protection assessment in 2014. In addition to utilizing this current assessment report for occupant protection planning, the team strongly encourages OHS to continue using the 2014 assessment recommendations. Some recommendations from the previous assessment are now reinforced in this document to highlight their importance and reinforce that their implementation is key to improving Missouri's occupant protection program. This Occupant Protection Program Assessment Report is not a NHTSA document and it belongs to OHS. Missouri is strongly encouraged to use the assessment report as the basis for making program improvements, assessing legislative priorities, providing additional training opportunities, evaluating funding priorities, and shaping future strategic highway safety plans.

KEY RECOMMENDATIONS

*(Note: Key Recommendations are **BOLDED** in each individual section)*

PROGRAM MANAGEMENT

- Develop a plan of action to address the reduction in the agency's workforce, to include adding one to two FTEs to the Office of Highway Safety staff. These positions are critical to the Office of Highway Safety's ability to achieve increases in the State's seat belt use rate as well as achieve reductions in the State's fatality rate. Each employee at the Office of Highway Safety is doing the work of two people. In order to foster morale, encourage critical thinking, develop innovative countermeasures , and excel as leaders in the highway safety community, additional resources need to be added to relieve the burden faced due to excessive demands on employee time.

- Consolidate the grant application process to allow law enforcement and other partners the ability to apply for one comprehensive grant to address the agency's collective needs vs. requiring the submission of two or more annual grants to address the same needs. In order to address the burden experienced by the staff regarding the sheer number of law enforcement grants managed by individual staff members, the Office of Highway Safety administration should work with the Grant Management System vendor to ensure the capability exists to allow subgrantees to submit one comprehensive grant application.

LEGISLATION/REGULATION AND POLICY

- Develop and implement a plan to encourage counties and municipalities that don't have primary seat belt ordinances to adopt them. These jurisdictions could benefit tremendously from enacting primary seat belt enforcement laws. For instance, when St. Louis County enacted a primary enforcement seat belt law in 2005, the effort resulted in a five percent increase in seat belt use. In addition, encourage these local and county jurisdictions to explore the feasibility of increasing the costs of the primary seat belt ticket.

LAW ENFORCEMENT

- Modify the Grant Management System used by the Office of Highway Safety to permit a review of enforcement outputs as part of the annual grant application and mini-grant review process.

- Develop a "roll call" type online course to provide consistent information to law enforcement officers on the child passenger safety law and best practices for buckling up children.

KEY RECOMMENDATIONS (continued)

COMMUNICATION

- Publicize the *Click It or Ticket* and other seat belt mobilizations with a law enforcement message about the presence of extra patrols. Use focus group research to ensure that the advertisement conveys the message of extra enforcement and that the message resonates with the target audience. Alternatively, use National Highway Traffic Safety Administration public service announcements that carry a law enforcement message and which have been focus group tested.

- Hire a communications specialist to work in the Missouri Department of Transportation Office of Highway Safety to increase media message exposure and the reach of educational activities for all traffic safety campaigns.

- Use true personal stories about Missourians whose lives have been hugely impacted by seat belt non-use to develop a television and radio campaign aimed at helping Missourians see that the impacts of seat belt non-use are real and the implications are huge. Though we strongly recommend the use of an enforcement message to publicize the Click it or Ticket mobilizations, the Office of Highway Safety should explore the feasibility of getting these personal seat belt victim messages on the air outside of the mobilizations via media partnerships and collaborations with large businesses.

OCCUPANT PROTECTION FOR CHILDREN

- Research alternative sources of funding to purchase car seats and share funding opportunities with local partners. Encourage partners to apply for funds by providing them with grant writing tips, statistics and other necessary information.

- Expand the network of Child Passenger Safety technician proxies who are able to sign off on technician seat checks for recertification, ensuring that they are located in all geographic areas of the State.

OUTREACH

- Develop a seat belt educational program that incorporates curriculum objectives and uses current data and presentation tools such as videos, a PowerPoint presentation, speaker notes, impactful stories about human loss and suggestions for making the learning environment experiential. Train stakeholders who are currently conducting school educational programs to use the materials to achieve a greater impact and consistency of messages. Obtain feedback from the target audience: teens.

KEY RECOMMENDATIONS (continued)

DATA AND EVALUATION

- Re-establish a linkage between crash and injury surveillance data to more accurately describe the type and severity of injuries sustained and the hospital charges that are incurred by unbelted motor vehicle occupants involved in a crash. This integration would provide cost and injury information specific to Missouri and its residents and may help with legislative and education initiatives.

- Consider the development of a centralized citation database containing information provided by law enforcement agencies. Use this information in conjunction with crash data to support future planning for all traffic enforcement activities.

1. PROGRAM MANAGEMENT

GUIDELINE:

Each state should have centralized program planning, implementation and coordination to achieve and sustain high rates of seat belt use. Evaluation is also important for determining progress and ultimate success of occupant protection programs.

- *Provide leadership, training and technical assistance to other State agencies and local occupant protection programs and projects;*
- *Establish and convene an occupant protection advisory task force or coalition to organize and generate broad-based support for programs. The coalition should include agencies and organizations that are representative of the State's demographic composition and critical to the implementation of occupant protection initiatives;*
- *Integrate occupant protection programs into community/corridor traffic safety and other injury prevention programs; and*
- *Evaluate the effectiveness of the State's occupant protection program.*

1A. STRENGTHS

- The Office of Highway Safety (OHS) is well supported by the Missouri Department of Transportation (MoDOT) through the State Traffic and Highway Safety Engineer section. The Director of MoDOT serves as the State's Governor's Representative and the Office of Highway Safety's Director serves as the Coordinator. The office's transition from the Department of Public Safety to MoDOT in 2004 has led to increased communication and cooperation with the Traffic Division within the Department. This increase in collaboration between OHS and MoDOT has led to consistency in messaging, resource sharing to support the Missouri Coalition for Roadway Safety and partnership in the development of Missouri's Blueprint – A Partnership Toward Zero Deaths.

- Missouri's Blueprint – A Partnership Toward Zero Deaths is a comprehensive strategic plan developed in late 2016 to steer the Missouri traffic safety community toward strategies to reduce deaths and serious injuries on the State's roadways. The Executive Committee of the Missouri Coalition for Roadway Safety oversaw the development of this four-year strategic plan and includes members of each of the four E's of traffic safety (enforcement, education, engineering, and emergency medical services).

- The Missouri Coalition for Roadway Safety incudes seven Regional Coalitions and 11 subcommittees, including the Occupant Protection Subcommittee which is chaired by the OHS Occupant Protection Coordinator. In October 2015, OHS hosted a two-day Occupant Protection Summit to create the Occupant Protection Strategic Plan modeled after Guideline No. 25 of the Uniform Guidelines for State Highway Safety Programs.

- OHS provides leadership, training and technical assistance to all traffic safety partners as follows:
  - OHS provides grant application and grant award workshops at strategic locations across the State to assist potential partners in the grant application and award process.
  - OHS provides support to law enforcement officers and agencies statewide through a network of part-time Law Enforcement Liaisons (LELs) to encourage mobilization participation, to provide guidance regarding mobilization statistics submission, and to train agencies in Traffic Occupant Protection Strategies (TOPS) and the Officer Roadside Safety Program.
  - OHS provides a robust set of data to partners to assist in grant application preparation and traffic safety strategy implementation.
  - OHS offers a Traffic Safety Conference every year for law enforcement partners. The conference affords the attendees the opportunity to share best practices, receive current traffic safety information, hear from experts from across the State, and interact with peers working to improve highway safety statewide.
  - OHS developed a Grant Management System for use by grant applicants and to streamline grant paperwork.

- OHS utilizes the University of Central Missouri-Missouri Safety Center to manage the distribution of mini-grants to law enforcement to support the periodic occupant protection mobilizations.

- Leadership within OHS recognizes that the State's seat belt use rate has remained relatively stagnant for the last six years, but has remained steadfastly committed to increasing occupant protection use across the State.

- OHS closely reviewed the Assessment report from the 2014 Missouri Occupant Protection Assessment and has implemented nine of 15 key recommendations, including:
  - OHS has established an LEL program to garner the support of law enforcement executives to work toward the stated highway safety goals. The LELs coordinate and facilitate training programs to better inform the law enforcement community about highway safety concerns, practices and procedures.
  - OHS has established new partnerships with large employers in the State to distribute occupant protection safety education materials.
  - OHS has developed the will for political change through grassroots community advocacy, leveraging influential organizations, and generating visible public and private support.

1B. CHALLENGES

- Missouri's seat belt use rate has remained relatively stagnant for the last six years. The State reported a 24 percent increase in fatalities from 2013 to 2016, and the percent of unbelted fatalities remains higher than the national average.

- The challenging environment that law enforcement is experiencing makes it difficult to constantly ensure that traffic safety remains a top priority.

- Prior to the 2004 move from the Department of Public Safety to MoDOT, OHS maintained a staff of 20 persons. Once OHS was fully transitioned, MoDOT procured three of OHS' FTE positions, leaving the agency with 17 employees. This remained a constant number until 2013 when MoDOT mandated that 1,200 MoDOT positions would be rescinded within the next five years. Once this transition was complete, OHS was left with ten full-time employees, down by 50 percent from when the agency was fully staffed. As such, the remaining employees are carrying a tremendous workload during a time when federal administrative burdens are increasing, as well as fatalities across the State. In order to accomplish the necessary functions of the office, the agency is forced to rely on the services of other sections within MoDOT, including fiscal, general services, audit, communications, and motor vehicle services.

- In order for OHS partners to apply for grants to address a variety of highway safety priority areas, the agency is required to submit one application for each project that the agency intends to implement. As such, an agency could potentially submit numerous grant applications to OHS for review and approval, necessitating that OHS staff manage multiple grants vs. one grant per agency. In addition, this process doesn't necessarily ensure that one OHS staff member is managing all of the projects for one subgrantee. Instead, if the agency submits three applications, for instance Occupant Protection Enforcement, DWI Enforcement and a training request, three OHS staff members could conceivably be managing these three grants.

- While OHS has access to a tremendous amount of data to identify target locations, target populations and target timeframes, it is unclear if the staff is fully ensuring that law enforcement agencies are conducting enforcement in such a way to impact these identified targets.

- OHS relies on internal staff to review, rate and approve grant applications. Following the grant application process early in the calendar year, OHS staff meets in April to review applications to determine awards for the coming fiscal year and for inclusion in the Highway Safety Plan. The review doesn't include partners outside of OHS staff that may offer helpful insight relative to the award process and agencies selected for funding.

- The number of driver education courses offered in the high school setting is dwindling, and there is no requirement that teens pass a driver education course before applying for an Instruction Permit. In addition, Missouri allows commercial driving schools for the purposes of providing additional behind-the-wheel training, but there is no State agency that oversees the administration of these commercial driving schools nor are there regulations regarding instructor training, certification, or curriculum development. In Missouri in 2014, young drivers (ages 15-20) were involved in motor vehicle crashes that resulted in 773 fatalities or serious injuries.

1C. RECOMMENDATIONS

- Consider the following recommendations to improve seat belt use and the State's fatality rate and address law enforcement's concerns about enforcing traffic safety violations:
  - Create an environment where the public embraces traffic safety;
  - Utilize Missouri's Blueprint – A Partnership Toward Zero Deaths in such a way to create stronger partnerships and drive key resource allocation decisions;
  - Update the Missouri Occupant Protection Strategic Plan to include key proven countermeasures designed to impact goals, and;
  - Focus on strategies designed to elevate traffic safety, engage new and non-traditional partners, and utilize the media, particularly social media, to achieve reductions in Missouri's crash picture and increase seat belt use.

- Utilize the Missouri Coalition for Roadway Safety, the Occupant Protection Subcommittee, and the regional coalitions to their fullest extent to help with coordinating statewide occupant protection programming. With a limited staff, the use of these and other task forces to implement occupant protection programming fosters valuable partnerships and joint commitment to the mission.

- **Develop a plan of action to address the reduction in the agency's workforce, to include adding one to two FTEs to the Office of Highway Safety staff. These positions are critical to the Office of Highway Safety's ability to achieve increases in the State's seat belt use rate as well as achieve reductions in the State's fatality rate. Each employee at the Office of Highway Safety is doing the work of two people. In order to foster morale, encourage critical thinking, develop innovative countermeasures, and excel as leaders in the highway safety community, additional resources need to be added to relieve the burden faced due to excessive demands on employee time.**

- **Consolidate the grant application process to allow law enforcement and other partners the ability to apply for one comprehensive grant to address the agency's collective needs vs. requiring the submission of two or more annual grants to address the same needs. In order to address the burden experienced by the staff regarding the sheer number of law enforcement grants managed by individual staff members, the Office of Highway Safety administration should work with the Grant Management System vendor to ensure the capability exists to allow subgrantees to submit one comprehensive grant application.**

- Expand the subgrantee application review process to include other partners, for example from the Missouri Coalition for Roadway Safety.

- Ensure that the Office of Highway Safety is fully engaged in directing law enforcement activities to address target locations, during times of the day and days of the week when unrestrained fatal crashes are occurring. Re-energize the Office of Highway Safety's commitment to implementing a data-driven occupant protection program by relying on sound crash data analysis to drive program development and implementation to ensure that the funds were spent in the most efficient and effective manner. It is from this analysis that the Office of Highway Safety should identify the areas of the State most in need of occupant protection resources and direct subgrantee's resources based on this data.

- Ensure that standards are developed for State public and private high school driver education and commercial driving schools. Ensuring that instructors are adequately trained and that their programs are regularly monitored and assessed is critical to ensuring that novice drivers are afforded the most appropriate training to build skill and become safer drivers.

2. LEGISLATION/REGULATION AND POLICY

GUIDELINE:

Each state should enact and vigorously enforce primary enforcement occupant protection use laws. Each state should develop public information programs to provide clear guidance to the motoring public concerning motor vehicle occupant protection systems. This legal framework should include:

- *Legislation permitting primary enforcement that requires all motor vehicle occupants to use systems provided by the vehicle manufacturer;*
- *Legislation permitting primary enforcement that requires that children birth to 16 years old (or the State's driving age) be properly restrained in an appropriate child restraint system (i.e., certified by the manufacturer to meet all applicable Federal safety standards) or seat belt;*
- *Legislation permitting primary enforcement that requires children under 13 years old to be properly restrained in the rear seat (unless all available rear seats are occupied by younger children);*
- *Graduated Driver Licensing (GDL) laws that include three stages of licensure, and that place restrictions and sanctions on high-risk driving situations for novice drivers (i.e., nighttime driving restrictions, passenger restrictions, zero tolerance, required seat belt use);*
- *Regulations requiring employees and contractors at all levels of government to wear seat belts when traveling on official business;*
- *Official policies requiring that organizations receiving Federal highway safety program grant funds develop and enforce an employee seat belt use policy; and*
- *Outreach to state insurance commissioners to encourage them to persuade insurers to offer incentives to policyholders who use seat belts and child restraints. Insurance commissioners are likely to have significant influence with insurers that write policies in their states.*

2A. STRENGTHS

- Fifty-three local jurisdictions have passed ordinances allowing for primary enforcement of the seat belt law within those areas. These ordinances encompass 23.7 percent of the State's population.

- Missouri's child passenger safety law includes a number of components designed to increase the safety of children while they are riding in motor vehicles on the State's roadways. The following elements of the State's child passenger safety law are well suited to keep children under the age of 16 safe while in motor vehicles:
    - o Children under 4 years of age and under 40 lbs. are required to be restrained in a child safety seat that is appropriate for the child.

- Though not the ideal language, Missouri does protect slightly older children under the age of 8, or under 80 lbs., or under 4'9" by requiring them to use a child safety seat or a booster seat.
- Children 8 and over, or weighing 80 lbs. or at least 4'9" tall may use a child restraint or a seat belt. Children are to be restrained up to the age of 16.
- The child passenger safety law includes primary enforcement and includes a fine of $50 plus court costs for motorists that violate the law.

- Missouri's Graduated Driver Licensing (GDL) law was enacted to help protect novice drivers and to provide additional supervised driving time for the State's newest drivers. The strongest components of the State's GDL law include the following:
  - The Instruction Permit phase requires 40 hours of supervised driving time, 10 hours which must be during nighttime hours, with a qualified driver; requires passing the vision, road sign, and written tests; limits the number of passengers; imposes a curfew; and requires seat belt use by the driver and all passengers.
  - The Intermediate Permit phase requires that the driver and all passengers are seat belted, limits the number of passengers, establishes a curfew between 1am and 5am, and requires passing the vision, road sign, and written tests.
  - Drivers can apply for an Under 21 Full License 30 days prior to their 18th birthday and must have satisfied all the requirements of the Intermediate Permit. Those with an alcohol or traffic violation within the previous 12 months are not permitted to apply for the Under 21 Full License.

- The Office of Highway Safety (OHS) has a strong cadre of partners across the State that are supportive of legislative enhancements to the State's secondary enforcement seat belt law and child passenger safety law and will be vocal advocates should legislation be drafted to codify these enhancements.

- The Missouri Department of Transportation (MoDOT) has a mandatory seat belt use policy for all employees using MoDOT fleet vehicles and when travelling on MoDOT business in personal vehicles. In addition, OHS requires a mandatory seat belt use policy for those agencies that participate in OHS-funded projects.

2B. CHALLENGES

- Missouri has a long history of attempts to make meaningful changes to the State's seat belt law and lacks support within their General Assembly to accomplish this. As such, efforts in the past to enhance the seat belt law (including primary enforcement, adding court costs for violators, increasing the fine, adding points to the license of the violator, and incorporating vehicles over 12,000 pounds) have never been passed by the General Assembly.

- The low seat belt violation fine ($10) doesn't have the punitive effect needed to encourage the public to wear their seat belts.

- While 53 municipalities have primary seat belt enforcement, the balance of local jurisdictions are subject to the State's secondary law.

- While Missouri has successfully applied for and received Section 405(b) Occupant Protection grants, the State qualifies as a low belt use rate state because the seat belt use rate is lower than 90%. As such, not only is it tougher to qualify for the grant as a low seat belt use rate state, the State is missing out on opportunities to flex these 405(b) funds into Section 402 eligible activities.

- Missouri's child passenger safety law includes several components that aren't in concert with best practices to protect children while they are riding in vehicles on Missouri's roadways. Specifically, the law allows for exemptions for drivers for hire, allows for the fine to be waived if the motorist purchases a child restraint seat, and allows the transport of children in the back seat even if there aren't enough seat belts for the number of persons in the vehicle.

- The State's GDL law is complex and is missing important components necessary to best protect novice drivers. The GDL law allows teens to apply for an Instruction Permit at age 15, doesn't require the completion of a driving log with a qualified driver for 40 hours, and allows excessive nighttime driving and additional passengers during the Intermediate Permit stage. The State's GDL law allows for a teen to apply for the Instruction Permit without ever having attended a formal, structured education program designed to train novice drivers.

- Seat belt use by law enforcement officers continues to be a concern. While many, if not all, agencies have mandatory use policies, anecdotal evidence suggests that outdated beliefs, including seat belts hindering an officer from exiting a patrol vehicle quickly, have contributed to less than 100 percent of officers wearing a seat belt while on patrol.

2C. RECOMMENDATIONS

- Enhance Missouri's seat belt law to include the following:
    o Allow for primary enforcement;
    o Increase minimum fine and add court costs;
    o Cover all seating positions;
    o Add points on the driver's license; and
    o Eliminate exemption for farm vehicles and vehicles over 12,000 lbs.

- **Develop and implement a plan to encourage counties and municipalities that don't have primary seat belt ordinances to adopt them. These jurisdictions could benefit tremendously from enacting primary seat belt enforcement laws. For instance, when St. Louis County enacted a primary enforcement seat belt law in 2005, the effort resulted in a five percent increase in seat belt use. In addition, encourage these local and county jurisdictions to explore the feasibility of increasing the costs of the primary seat belt ticket.**

- Enhance Missouri's child passenger safety law to include the following:
    - Require children up to age 13 to ride in the back seat of the vehicle, and;
    - Eliminate the provisions allowing transportation when there aren't enough seat belts to accommodate all child passengers and for charges to be dismissed when the motorist provides proof of a car seat.

- Modify Missouri's Graduated Driver Licensing law to reduce the complexity and add components needed to ensure it follows best practices including: increasing supervised driving practice to at least 50 hours; restricting nighttime driving to between midnight and 5am (at a minimum); and increasing the Instruction Permit age from 15 to 16 and the Intermediate Permit entry age to 16½. Eliminating the complex language will aid teens and parents in understanding their roles and responsibilities regarding licensing novice drivers, and will aid law enforcement in enforcing the State's Graduated Driver Licensing laws in order to ensure safety of teens statewide.

3. LAW ENFORCEMENT

GUIDELINE:

Each State should conduct frequent, high-visibility law enforcement efforts, coupled with communication strategies, to increase seat belt and child safety seat use. Essential components of a law enforcement program should include:

- *Written, enforced seat belt use policies for law enforcement agencies with sanctions for noncompliance to protect law enforcement officers from harm and for officers to serve as role models for the motoring public;*
- *Vigorous enforcement of seat belt and child safety seat laws, including citations and warnings;*
- *Accurate reporting of occupant protection system information on police accident report forms, including seat belt and child safety seat use or non-use, restraint type, and airbag presence and deployment;*
- *Communication campaigns to inform the public about occupant protection laws and related enforcement activities;*
- *Routine monitoring of citation rates for non-use of seat belts and child safety seats;*
- *Use of National Child Passenger Safety Certification (basic and in-service) for law enforcement officers;*
- *Utilization of Law Enforcement Liaisons (LELs), for activities such as promotion of national and local mobilizations and increasing law enforcement participation in such mobilizations and collaboration with local chapters of police groups and associations that represent diverse groups (e.g., NOBLE, HAPCOA) to gain support for enforcement efforts.*

3A. STRENGTHS

- Missouri is absolutely committed to High Visibility Enforcement saturation patrols as part of their seat belt enforcement efforts.

- There appears to be a consensus that most, if not all, law enforcement agencies (LEAs) in Missouri have written, mandatory seat belt use policies for their agencies.

- Missouri has a long established and comprehensive enforcement program for occupant protection including, in 2016, over 30 year-long enforcement grants to different agencies for dedicated seat belt enforcement as well as over 120 mini-grants awarded to agencies specifically directed at the 2016 and 2017 spring *Click It or Ticket* (CIOT) campaigns.

- Reviewing key outputs generated via the spring 2016 CIOT campaign established that over 80 percent of the Missouri LEAs performed in an acceptable or commendable manner in terms of desired activities (e.g., overall citations issued, vehicle stops made and seat belt citations issued).

- In 2016 over 23,000 seat belt and child passenger safety citations were written as a result of Missouri Office of Highway Safety (OHS) overtime funding.

- Over 140 of Missouri's 600-plus police agencies participate in the annual CIOT campaign.

- The Missouri State Highway Patrol (MSHP) conducts monthly seat belt enforcement saturation patrols in each of their nine Troop areas. In addition, working with the St. Louis and Kansas City Police Departments, they conduct a total of five joint saturation patrols over a multi-day period in those urban areas each year.

- The Missouri crash reporting system has the capability of accurately reporting seat belt and child safety seat use or non-use, restraint type, and airbag presence and deployment.

- OHS uses some National Highway Traffic Safety Administration (NHTSA) CIOT materials and also makes extensive use of locally developed PI&E materials tailored to Missouri needs.

- The MSHP has a certified Child Passenger Safety (CPS) Technician assigned to each of its nine Troop headquarters as well as the MSHP headquarters. The Kansas City Police Department has trained approximately 20 CPS Technicians in recent years.

- OHS has recently engaged in the NHTSA Law Enforcement Liaison (LEL) program by employing two part-time LELs in 2016 and one part-time LEL in early 2017. These LELs are assigned regionally to the east, southwest and west/northern areas of Missouri with a goal of establishing active, positive relationships with law enforcement agencies (LEAs) throughout the State. These three former law enforcement officers are clearly experienced, expert and enthusiastic about their new assignments and are actively promoting national and local mobilizations with LEAs.

3B. CHALLENGES

- Seat belt use by Missouri law enforcement officers is a concern. It appears most Missouri LEAs do have mandatory seat belt use policies for their officers. However, anecdotal evidence suggests that the outdated belief by city police officers that seat belts hinder an officer from exiting a patrol vehicle quickly and, in rural areas, a cultural apathy toward seat belt use, have contributed to less than 100 percent of officers wearing a seat belt while on patrol. Examples were offered of officers involved in patrol vehicle crashes who did not use seat belts and that their non-use was not addressed through administrative action.

- Other than MSHP, it is not clear whether Missouri LEAs routinely monitor citation rates for officers for occupant protection enforcement. In August 2015 the Missouri State Assembly passed a pair of revised statutes (Sections 304.125 & 575.320) making it a misdemeanor for any LEA to have a policy directing their employees to issue a certain number of traffic citations within any time frame. The impact of this statute has not yet been established but may have a chilling effect on seat belt enforcement throughout Missouri.

- The OHS grant application review process by staff appears to focus primarily on the past utilization of grant funding as the principal factor in awarding year-to-year grants to LEAs. There does not appear to be a structured review of the outputs of past grantees as a principal factor in this application process.

- There were no examples offered of multi-agency enforcement efforts for seat belt enforcement anywhere in Missouri. Discussions with law enforcement representatives suggested that, other than for DWI checkpoints, multi-agency enforcement efforts are the exception rather than the rule.

- Sheriff's Departments appear to be underrepresented as participating in CIOT mobilizations with only 11 of 114 counties reported in the 2016 CIOT data.

- Plotting the 140 plus LEAs that participated in the 2016 Missouri CIOT campaign on a State map established that the Kansas City metro area, as well as the northern portion of the State, are underrepresented in overall CIOT participation.

- In general, LEAs in Missouri do not encourage law enforcement officers to participate in the CPS Technician training program, or provide basic instruction about child passenger safety.

- It appears that none of the State's 23 regional police academies include an overview on child passenger safety in their basic officer or in-service training curriculums.

- The three new Missouri LELs acknowledged having limited expertise in child passenger safety.

3C. RECOMMENDATIONS

- Encourage Missouri law enforcement leaders to consistently demand the use of seat belts by their officers in Missouri. Resources like Missouri Police Chiefs Association and the Missouri Sheriffs' Association may provide model seat belt use policies for consideration.

- **Modify the Grant Management System used by the Office of Highway Safety to permit a review of enforcement outputs as part of the annual grant application and mini-grant review process.**

- Foster opportunities for multi-agency seat belt enforcement efforts.

- Increase the number of Missouri sheriff departments participating in *Click It or Ticket* and other seat belt enforcement efforts.

- Increase Law Enforcement Liaison involvement around Kansas City and northern areas of Missouri to build relationships and increase participation in *Click It or Ticket* enforcement efforts.

- **Develop a "roll call" type online course to provide consistent information to law enforcement officers on the child passenger safety law and best practices for buckling up children.**

- Consider training the current Missouri Law Enforcement Liaisons as Child Passenger Safety Technicians so they can be a better resource for the State's law enforcement community.

4. COMMUNICATION

GUIDELINE:

As part of each State's communication program, the State should enlist the support of a variety of media, including mass media, to improve public awareness and knowledge and to support enforcement efforts to about seat belts, air bags, and child safety seats. To sustain or increase rates of seat belt and child safety seat use, a well-organized effectively managed communication program should:

- *Identify specific audiences (e.g., low belt use, high-risk motorists) and develop messages appropriate for these audiences;*
- *Address the enforcement of the State's seat belt and child passenger safety laws; the safety benefits of regular, correct seat belt (both manual and automatic) and child safety seat use; and the additional protection provided by air bags;*
- *Continue programs and activities to increase the use of booster seats by children who have outgrown their toddler seats but who are still too small to safely use the adult seat belts;*
- *Capitalize on special events, such as nationally recognized safety and injury prevention weeks and local enforcement campaigns;*
- *Provide materials and media campaigns in more than one language as necessary;*
- *Use national themes and materials;*
- *Participate in national programs to increase seat belt and child safety seat use and use law enforcement as the State's contribution to obtaining national public awareness through concentrated, simultaneous activity;*
- *Utilize paid media, as appropriate;*
- *Publicize seat belt use surveys and other relevant statistics;*
- *Encourage news media to report seat belt use and non-use in motor vehicle crashes;*
- *Involve media representatives in planning and disseminating communication campaigns;*
- *Encourage private sector groups to incorporate seat belt use messages into their media campaigns;*
- *Utilize and involve all media outlets: television, radio, print, signs, billboards, theaters, sports events, health fairs;*
- *Evaluate all communication campaign efforts.*

4A. STRENGTHS

- Missouri's Strategic Highway Safety Plan (Missouri's Blueprint – A Partnership Toward Zero Deaths) gives priority to improvements in seat belt use, identified as one of the key (or top nine) strategies in the plan.

- The Missouri Department of Transportation (MoDOT) Traffic and Highway Safety Division conducts extensive planning and outreach efforts to provide numerous stakeholders opportunities to access grants and educational materials on all areas of traffic safety.

- The Office of Highway Safety (OHS) planning efforts have been far reaching and productive. Missouri's Blueprint – A Partnership Toward Zero Deaths, the Highway Safety Plan (HSP), the Motor Carrier Safety Assistance Program, Commercial Vehicle Safety Plan (CVSP), and the Missouri Occupant Protection Strategic Plan are examples of the extensive planning work OHS has undertaken. Stakeholder involvement in these efforts has been extraordinary and a testimony to the effectiveness of the Missouri Coalition for Roadway Safety.

- OHS provides a data driven, peer-to-peer traffic safety education program for high school students called the "It Only Takes One" project. The program, located in 133 high schools in 2016, includes weeks of traffic safety education and is evaluated with pre- and post-observational surveys of seat belt use which have shown it to be effective.

- OHS communications efforts take into account the changing media consumption patterns of the key target audience and have responded accordingly with media messages on social media sites such as Facebook, Twitter, Snapchat, Instagram and YouTube. The visually compelling website (www.savemolives.com) is easy to navigate, professionally designed and contains up-to-date information for one stop shopping for OHS's many stakeholders.

- The youth seat belt promotional effort "Buckle Up. It's No Joke" $300,000 air buy resulted in extensive placement of the message in a wide variety of media venues. The placements included broadcast television, the NCAA March Madness sporting events, traditional and Pandora radio and movie theaters and resulted in a notable 44 million impressions. Moreover, for every media ad placement purchased, the air buy contractor achieved more than one free bonus media placement, and bonus media (or free air time) occurred during the same times.

4B. CHALLENGES

- OHS's teen focused seat belt mobilization and the *Click It or Ticket* mobilization are advertised with an educational, coaching message rather than an enforcement message; whereas, the best practice *Click It or Ticket* program model combines extra seat belt patrols, a paid media buy that communicates the existence of the extra patrols and aggressive earned media.

- OHS asks law enforcement that participate in periodic mobilizations to publicize their patrols by providing them with a press release template, yet very little news media coverage results from these efforts.

- There have been limited efforts to motivate pickup truck drivers to buckle up despite the fact that pickup truck drivers have the lowest seat belt use rates in the State.

- The number of full time positions within OHS has been reduced substantially over the last decade while the amount of time and effort it takes to manage grants has increased. Important message exposure is not being achieved and collaborative partnerships are not being explored because of limited staff availability.

- The most recent public opinion research by OHS shows that 51 percent of Missourians do not support a primary seat belt law, which could indicate a lack of support for a mandate to wear seat belts.

- While OHS involved a broad group of child passenger safety stakeholders in the development of creative materials used in their paid media campaign, no focus group testing of the messages took place.

- Surveys by the ThinkFirst Program show that most parents are not aware of the Missouri Graduated Driver License (GDL) law requirements, including the requirement that teen drivers age 16 to 18 be buckled up.

- Paid media is purchased by a contract media buyer hired by the MoDOT Communications Office. In addition, some of the nine Regional MoDOT Coalitions do their own contracting and air buy purchasing, resulting in a higher cost for the media purchased, duplicative efforts by staff for the contracting processes and media message clutter for motorists.

4C. RECOMMENDATIONS

- **Publicize the *Click It or Ticket* and other seat belt mobilizations with a law enforcement message about the presence of extra patrols. Use focus group research to ensure that the advertisement conveys the message of extra enforcement and that the message resonates with the target audience. Alternatively, use National Highway Traffic Safety Administration public service announcements that carry a law enforcement message and which have been focus group tested.**

- **Hire a communications specialist to work in the Missouri Department of Transportation Office of Highway Safety to increase media message exposure and the reach of educational activities for all traffic safety campaigns.**

- Continue to expand efforts to reach pickup truck drivers to encourage seat belt and child restraint use. Consider reviewing materials produced by other states and the National Highway Traffic Safety Administration that have been focus group tested and will resonate with a Missouri audience.

- Analyze the results of current mobilization earned media efforts and consider retaining an earned media contractor to obtain more comprehensive, statewide publicity. The contractor should pursue: radio, television and print daily and weekly coverage; web coverage; social media coverage; coverage by magazines and bloggers; and any additional public service announcement placement opportunities in close coordination with the paid air buy work and the many traffic safety stakeholder groups.

- Explore the feasibility of partnering with large businesses like insurance companies to use their air buy bonus media to educate parents about graduated driver license law restrictions, giving special emphasis to the seat belt requirement.

- **Use true personal stories about Missourians whose lives have been hugely impacted by seat belt non-use to develop a television and radio campaign aimed at helping Missourians see that the impacts of seat belt non-use are real and the implications are huge. Though we strongly recommend the use of an enforcement message to publicize the Click it or Ticket mobilizations, the Office of Highway Safety should explore the feasibility of getting these personal seat belt victim messages on the air outside of the mobilizations via media partnerships and collaborations with large businesses.**

- Advertise all law enforcement seat belt mobilizations with aggressive earned and social media organized by the Office of Highway Safety, and consider adding paid media with a law enforcement message.

- Ensure that public service announcements about child passenger safety are focus group tested to ensure that they resonate with the target audience and that parents understand what they need to do to more safely transport their children.

- Centralize the purchase of all paid media and the vetting of messages used to prevent message confusion for motorists. Collaborate with Regional Coalitions about their unique local air buy needs.

5. OCCUPANT PROTECTION FOR CHILDREN

GUIDELINE:

Each State should enact occupant protection laws that require the correct restraint of all children, in all seating positions and in every vehicle. Regulations and policies should exist that provide clear guidance to the motoring public concerning occupant protection for children. Each State should require that children birth to 16 years old (or the State's driving age) be properly restrained in the appropriate child restraint system or seat belt. Gaps in State child passenger safety and seat belt laws should be closed to ensure that all children are covered in all seating positions, with requirements for age-appropriate child restraint use. Key provisions of the law should include: driver responsibility for ensuring that children are properly restrained; proper restraint of children under 13 years of age in the rear seat (unless all available rear seats are occupied by younger children); a ban of passengers from the cargo areas of light trucks; and a limit on the number of passengers based on the number of available seat belts in the vehicle. To achieve these objectives, State occupant protection programs for children should:

- *Collect and analyze key data elements in order to evaluate the program progress;*
- *Assure that adequate and accurate training is provided to the professionals who deliver and enforce the occupant protection programs for parents and caregivers;*
- *Assure that the capability exists to train and retain nationally certified child passenger safety technicians to address attrition of trainers or changing public demographics;*
- *Promote the use of child restraints and assure that a plan has been developed to provide an adequate number of inspection stations and clinics, which meet minimum quality criteria;*
- *Maintain a strong law enforcement program that includes vigorous enforcement of the child occupant protection laws;*
- *Enlist the support of the media to increase public awareness about child occupant protection laws and the use of child restraints. Strong efforts should be made to reach underserved populations;*
- *Assure that the child occupant protection programs at the local level are periodically assessed and that programs are designed to meet the unique demographic needs of the community;*
- *Establish the infrastructure to systematically coordinate the array of child occupant protection program components;*
- *Encourage law enforcement participation in the National Child Passenger Safety Certification (basic and in-service) training for law enforcement officers.*

5A. STRENGTHS

- The Missouri Office of Highway Safety (OHS) demonstrates support for child occupant protection by having designated coordinators for child passenger safety and for youth safety programs.

- OHS includes Child Passenger Safety (CPS) Week on their mobilization calendar and provides funding for a child passenger safety media campaign and overtime enforcement of the child passenger safety law.

- Missouri has 1,026 CPS Technicians, 38 instructors and three technician proxies certified through the National Child Passenger Safety Certification Training Program administered by Safe Kids Worldwide.

- OHS provides financial assistance for some individuals to participate in the certification courses and to retain their certification status.

- There are 201 child restraint inspection stations in Missouri located in a variety of agencies, including local health departments, Head Start offices, fire departments, ambulance services, Safe Kids coalitions and law enforcement agencies.

- In 2015, there were 18 certification courses and three renewal testing classes held in Missouri.

- Missouri has nine Safe Kids Coalitions that are overseen by the Missouri Department of Health and Senior Services. OHS has a positive working relationship with the Department of Health and with the local coalitions.

- There are nine Highway Patrol Troops in Missouri, all of which have at least one certified CPS Technician on staff.

- There is a Child Passenger Safety Advisory Committee with members in each of ten districts. Members assist technicians with recertification, technical questions, etc., in their respective districts.

- Missouri has a primary enforcement child passenger safety law that covers children up to age 16.

- OHS funds a child passenger safety observation survey to measure child restraint use for children under age four. The 2014 survey showed a use rate of 91 percent.

- OHS provides funding for several teen occupant protection programs, e.g., Traction, Arrive Alive, and "It Only Takes One."

- The Injury Free Coalition for Kids in Kansas City is very active in child passenger safety. Since 2012, the Coalition sponsored 30 certification courses in the Kansas City area, with 725 students in the classes. The Coalition also provided a "Safe Travel for All Children: Transporting Children with Special Needs" course with 30 technicians participating. In 2016, they conducted the National Highway Traffic Safety Administration's (NHTSA's) Child Passenger Safety in School Buses class with eight technicians participating.

5B. CHALLENGES

- Participants interviewed during this assessment consistently commented on the lack of car seats to meet the need in communities, at inspection stations, during checkups and while enforcing the child passenger safety law.

- It is difficult for some CPS Technicians to complete the observed car seat installations required for recertification because of the limited number and/or location of CPS instructors and technician proxies.

- The CPS law is not consistent with current recommendations from the American Academy of Pediatrics and NHTSA. The law contains several outdated provisions, e.g., allowing a non-restraint exemption for transporting more children than seat belts and allowing an exemption for transporting children in public carriers for hire.

- Approximately 20 percent of the counties do not have a certified CPS Technician or inspection station within the county.

- Other than a review of the CPS law, child passenger safety is not currently included as part of the basic training for new law enforcement officers at training academies.

- While some partners do occupant protection presentations in schools in their communities, there is no standardized presentation or guideline that outlines recommended content to be included and that provides consistent messaging.

- Hospital involvement in child passenger safety is sporadic, with some having CPS Technicians on staff who assist parents with installation, some providing educational materials or basic assistance, and some doing referrals only. It is unclear if all hospitals have discharge policies and/or if the policies follow *Hospital Discharge Recommendations for Safe Transportation of Children: Best Practice Recommendations* developed by NHTSA's expert working group.

- There is no system for collecting or tracking car seat checkups and distribution of car seats provided by OHS. There is no standardized checkup form that is required of grant recipients and it is unclear if a checkup form is completed on all seats checked or distributed.

- Child passenger safety usage surveys only include observations for children under age four.

5C. RECOMMENDATIONS

- **Research alternative sources of funding to purchase car seats and share funding opportunities with local partners. Encourage partners to apply for funds by providing them with grant writing tips, statistics and other necessary information.**

- **Expand the network of Child Passenger Safety technician proxies who are able to sign off on technician seat checks for recertification, ensuring that they are located in all geographic areas of the State.**

- Work to increase the geographic distribution of certified technicians in the 20 counties that currently do not have easy access to a technician or inspection station.

- Work with law enforcement training academies to include a child passenger safety component in basic training classes that could include a review of the Child Passenger Safety law, strategies for enforcement, best practices for buckling up children, basic elements of correct use of child restraints and seat belts, and crash investigation of car seats in which a child was fatally or seriously injured.

- Develop standardized guidelines and support materials that can be offered to local partners for use in doing school-based presentations to ensure a consistent message with accurate and up-to-date content.

- Survey Missouri birthing hospitals regarding their policies and practices related to the discharge of infants and children, premature baby car seat angle tolerance tests, staff training, educational materials used, car seat distribution, etc. Follow up with sample policies, updated materials if needed, and child passenger safety certification training or short awareness courses.

- Develop car seat checkup and child restraint distribution guidelines for the Office of Highway Safety grant recipients to include use of a checkup form for all seat checks and child restraint distributions, development of a standardized form with liability waivers, record retention and/or submission of records, and state reporting requirements.

- Consider including children ages 5-16 as part of the child restraint observation survey

6. OUTREACH PROGRAM

GUIDELINE:

Each state should encourage extensive statewide and community involvement in occupant protection education by involving individuals and organizations outside the traditional highway safety community. Representation from health, business, education, and diverse cultures of the community are encouraged, among others. Community involvement broadens public support for the state's programs and can increase a state's ability to deliver highway safety education programs. To encourage statewide and community involvement, States should:

- *Establish a coalition or task force of individuals and organizations to actively promote use of occupant protection systems;*
- *Create an effective communications network among coalition members to keep members informed about issues;*
- *Provide culturally relevant materials and resources necessary to conduct occupant protection education programs, especially directed toward young people, in local settings;*
- *Provide materials and resources necessary to conduct occupant protection education programs, especially directed toward specific cultural or otherwise diverse populations represented in the State and in its political subdivisions.*

States should undertake a variety of outreach programs to achieve statewide and community involvement in occupant protection education, as described below. Programs should include outreach to diverse populations, health and medical communities, schools and employers.

a. Diverse Populations

Each State should work closely with individuals and organizations that represent the various ethnic and cultural populations reflected in State demographics. Individuals from these groups might not be reached through traditional communication markets. Community leaders and representatives from the various ethnic and cultural groups and organizations will help States to increase the use of child safety seats and seat belts. The State should:

- *Evaluate the need for, and provide, if necessary, materials and resources in multiple languages;*
- *Collect and analyze data on fatalities and injuries in diverse communities;*
- *Ensure representation of diverse groups on State occupant protection coalitions and other work groups;*
- *Provide guidance to grantees on conducting outreach in diverse communities;*
- *Utilize leaders from diverse communities as spokespeople to promote seat belt use and child safety seat;*
- *Conduct outreach efforts to diverse organizations and populations during law enforcement mobilization periods.*

b. Health and Medical Communities

Each State should integrate occupant protection into health programs. The failure of drivers and passengers to use occupant protection systems is a major public health problem that must be recognized by the medical and health care communities. The SHSO, the State Health Department and other State or local medical organizations should collaborate in developing programs that:

- *Integrate occupant protection into professional health training curricula and comprehensive public health planning;*
- *Promote occupant protection systems as a health promotion/injury prevention measure;*
- *Require public health and medical personnel to use available motor vehicle occupant protection systems during work hours;*
- *Provide technical assistance and education about the importance of motor vehicle occupant protection to primary caregivers (e.g., doctors, nurses, clinic staff);*
- *Include questions about seat belt use in health risk appraisals;*
- *Utilize health care providers as visible public spokespeople for seat belt and child safety seat use;*
- *Provide information about the availability of child safety seats at, and integrate child safety seat inspections into, maternity hospitals and other prenatal and natal care centers;*
- *Collect, analyze and publicize data on additional injuries and medical expenses resulting from non-use of occupant protection devices.*

c. Schools

Each State should encourage local school boards and educators to incorporate occupant protection education into school curricula. The SHSO in cooperation with the State Department of Education should:

- *Ensure that highway safety and traffic-related injury control, in general, and occupant protection, in particular, are included in the State-approved K-12 health and safety education curricula and textbooks;*
- *Establish and enforce written policies requiring that school employees use seat belts when operating a motor vehicle on the job; and*
- *Encourage active promotion of regular seat belt use through classroom and extracurricular activities as well as in school-based health clinics; and*
- *Work with School Resource Officers (SROs) to promote seat belt use among high school students;*
- *Establish and enforce written school policies that require students driving to and from school to wear seat belts. Violation of these policies should result in revocation of parking or other campus privileges for a stated period of time.*

d. Employers

Each State and local subdivision should encourage all employers to require seat belt use on the job as a condition of employment. Private sector employers should follow the lead of Federal and State government employers and comply with Executive Order 13043, "Increasing Seat Belt Use in the United States" as well as all applicable Federal Motor Carrier Safety Administration (FMCSA) Regulations or Occupational Safety and Health Administration (OSHA) regulations requiring private business employees to use seat belts on the job. All employers should:

- *Establish and enforce a seat belt use policy with sanctions for non-use;*
- *Conduct occupant protection education programs for employees on their seat belt use policies and the safety benefits of motor vehicle occupant protection devices.*

6A. STRENGTHS

- The Missouri Office of Highway Safety (OHS) program called "It Only Takes One" reached 134 high school populations in the 2015/16 school year with peer-to-peer educational presentations to students, parents and the communities about traffic safety.

- OHS plays a significant role in the Law Enforcement Advisory Council (LETSAC), providing assistance and funding support for a weeklong conference held yearly that provides law enforcement with 25 hours of certification credits, networking opportunities and important traffic safety training.

- OHS has a well-recognized traffic safety brand (Arrive Alive – Save Mo Lives) which is extensively used and provides the public with the image of a large, broad-based traffic safety community that encompasses numerous public and private sector partners and stakeholders.

- The Missouri ThinkFirst Program delivers a research-tested, high impact assembly program for high schools that incorporates the personal stories of people who have suffered from head trauma and spinal cord injuries, often the result of not being buckled up. The reach of the program is extensive, resulting in 115 presentations made at 72 schools and 39 work sites, as well as another 11 traffic offender classes in the 2015/16 school year.

6B. CHALLENGES

- With an 81.4 percent seat belt use rate in Missouri, improvements could be made by encouraging more people to understand the lifesaving benefits of seat belts.

- Despite OHS having a sizeable investment in teen-focused seat belt promotional efforts, the behavioral impact has not been adequately evaluated.

- Many law enforcement officers and other traffic safety advocates are conducting educational programs in the schools and their reach is likely extensive. However, they do not have a standardized seat belt educational program for their use and benefits could be achieved were these advocates to promote a consistent, high quality seat belt educational program.

- Although OHS has established new partnerships with large employers in the State to distribute occupant protection safety education materials, even more gains could be made by promoting seat belt use in the private sector.

- Improvements could be made in the number of Law enforcement officers who have a comprehensive understanding of the Missouri CPS law. There is limited enforcement of this law.

- The State of Missouri recently adopted a rule that prevents State agencies from soliciting or using private sector funds.

- The *Traction Program* appears to be primarily a teen leadership program with limited traffic safety nexus.

- The "It Only Takes One" teen-focused traffic safety educational program uses data to target schools and observational surveys to evaluate program effectiveness. The surveys show the program is effective; however, the promotion of the program varies among Missouri Department of Transportation (MoDOT) regions.

6C. RECOMMENDATIONS

- Develop a series of public service announcements similar to the National Highway Traffic Safety Administration's "Faces of Distraction" campaign to promote greater awareness about the profound human impacts of seat belt non-use.

- Promote seat belt and child passenger safety awareness in collaboration with large and small Missouri businesses. Utilize their communications channels such as newsletters and social media sites and explore the feasibility of using their bonus air buy placements for traffic safety advertising. Moreover, businesses should be encouraged to adopt mandatory seat belt use policies for their employees with sanctions for non-use.

- Evaluate outreach efforts aimed at teens to ensure that the intended behavioral objectives and program outcomes are being consistently achieved. Evaluations should determine if the program is being delivered as intended and that it results in the expected changes in knowledge and behavior. Ensure that programs have clearly identified and measureable program objectives.

- **Develop a seat belt educational program that incorporates curriculum objectives and uses current data and presentation tools such as videos, a PowerPoint presentation, speaker notes, impactful stories about human loss and suggestions for making the learning environment experiential. Train stakeholders who are currently conducting school educational programs to use the materials to achieve a greater impact and consistency of messages. Obtain feedback from the target audience: teens.**

- Develop a child passenger safety educational program for law enforcement that covers elements of the Child Passenger Safety law, ways to spot violators, major areas of child car seat mis-use, as well as stories about seriously and fatally injured Missouri children. In addition to raising awareness about the Child Passenger Safety law, this educational effort should persuade officers to take enforcement action when they see unbuckled and incorrectly buckled children and result in an increase in the number of child passenger safety citations being written. Supplement the program with a current and easily understood ticket book informational card.

- Research corporate grant funds obtained by other Highway Safety Offices and child passenger safety programs and share information with stakeholders so that they can tap into these outside resources.

- Find champions who will advocate for the adoption of a driver education requirement for novice Missouri drivers.

- Encourage Regional Coalitions to promote the "It Only Takes One" teen traffic safety program. Consider launching an internal competition to increase school participation statewide by increasing regional participation.

7. DATA AND EVALUATION

GUIDELINE:

Each State should access and analyze reliable data sources for problem identification and program planning. Each State should conduct several different types of evaluation to effectively measure progress and to plan and implement new program strategies. Program management should:

- *Conduct and publicize at least one statewide observational survey of seat belt and child safety seat use annually, making every effort to ensure that it meets current, applicable Federal guidelines;*
- *Maintain trend data on child safety seat use, seat belt use and air bag deployment in fatal crashes;*
- *Identify high-risk populations through observational usage surveys and crash statistics;*
- *Conduct and publicize statewide surveys of public knowledge and attitudes about occupant protection laws and systems;*
- *Obtain monthly or quarterly data from law enforcement agencies on the number of seat belt and child passenger safety citations and convictions;*
- *Evaluate the use of program resources and the effectiveness of existing general communication as well as special/high-risk population education programs;*
- *Obtain data on morbidity, as well as the estimated cost of crashes, and determine the relation of injury to seat belt use and non-use;*
- *Ensure that evaluation results are an integral part of new program planning and problem identification.*

7A. STRENGTHS

- The Missouri Department of Transportation (MoDOT) makes extensive use of motor vehicle crash data in the development of goals, strategies, and identification of target populations for the State's highway safety plans. Occupant protection is a key component of these plans.

- MoDOT contracts with the Missouri Safety Center to conduct observational seat belt surveys each year. The survey is conducted in early June immediately following the annual *Click It or Ticket* media and enforcement campaign. The survey gathers restraint use information for drivers and front seat outboard passengers along with the sex of the driver. The observed seat belt use rate in Missouri was 81.4 percent in 2016, a moderate increase from the previous year.

- The surveys and statistical sampling of site locations were conducted by Missouri Safety Center research staff and the statistical sample was reviewed and approved by the National Highway Traffic Safety Administration (NHTSA). Trained field observers conduct the on-site observations. Missouri Safety Center staff are responsible for observer training, quality control of the data collection, sub-group analysis, and calculation of the final observed use rate. Comprehensive survey reports are provided to the Office of Highway Safety (OHS) and other highway safety partners.

- The survey includes the identification of the following high-risk populations: males, pickup truck drivers, and drivers on rural collector roads.

- The Missouri Safety Center conducts several additional occupant protection surveys on a biennial basis. These include commercial vehicle surveys, child safety seat surveys, and a survey of teen drivers at local high schools.

- OHS coordinates child safety seat checks in conjunction with Safe Kids and other partners. The checking locations, particularly those operated by the Safe Kids coalition, collect basic information related to the people that avail themselves of this service.

- OHS compiles and produces an array of data products that include trend analysis of occupant protection data over time and across the State's 114 counties. Those data include restraint use as indicated on the police crash report, including child safety seats and booster seats. Each law enforcement grantee of OHS is required to track and submit information related to the number of citations issued during their high visibility enforcement campaigns.

- Analysis of the available crash data is accessible through the MoDOT and the Missouri State Highway Patrol websites. Crash data collected through the Statewide Traffic Accident Reporting System (STARS) is available through canned reports, maps, and custom queries. Data through 2015 is currently available. STARS data are used to identify 'hot spots' to support education and develop enforcement activities.

- Heartland Market Research conducts an annual survey of approximately 2,500 Missouri drivers. This survey provides information of the knowledge, attitudes, behaviors of the State's drivers and, over the last five years, has shown an increase from 38.5 percent to 48.4 percent for a change to a primary seat belt law. The percentage of respondents reporting that they always wear their seat belt was 82.6 percent in the most recent survey.

- OHS uses cost estimates provided by NHTSA and the Centers for Disease Control and Prevention to calculate the monetary burden associated with traffic safety fatalities among unbelted occupants.

- Missouri has adopted the Toward Zero Deaths program to reduce motor vehicle fatalities to zero by 2030. As a part of this effort, the current goal for unbelted fatalities was set at 326 by December 31, 2016.

- The 2017 *Click It or Ticket* campaign will focus on a combination of counties including both those with the highest numbers of unbelted fatalities and those that are included in the occupant protection survey sample.

- Injury data are available through the Department of Health and Senior Services to help identify the types and severities of injuries sustained in motor vehicle crashes.

7B.   CHALLENGES

- According to the Fatality Analysis Reporting System (FARS), Missouri reported 620 passenger vehicle occupant fatalities in 2015. Of those, 356 (57 percent) were reportedly unrestrained.

- Despite the availability of persuasive crash and survey data to support the passage of a primary seat belt law, the State legislature has been reluctant to move the legislation forward.

- Following a nationwide trend, Missouri experienced an increase in motor vehicle fatalities in 2015 and 2016. Identifying the risk factors and characteristics associated with that increase will require additional analysis of the State's available highway safety data.

- Restraint use as identified on the police crash report is often dependent on self-report, particularly with regard to non-injury crashes.

- Missouri has a diverse population and geography with large rural areas. Currently available data may not be sufficient to address these populations.

- Data collected through car seat inspection stations may be incomplete and, aside from Safe Kids, are maintained only at the local or agency level.

- There are 114 counties in Missouri but, under the current NHTSA sampling frame, the seat belt observation survey is only conducted in 28 of them. While this is sufficient for a statewide rate, it may not provide seat belt use data for all geographic regions of the State.

- Linkages between the crash data system and the State's hospital discharge data are no longer being made.

- Citations are only available at the agency level. There is no statewide citation system that would allow a more comprehensive evaluation of trends and adjudication patterns.

- Not all police agencies report crash data to the State system electronically. Currently, about 40 percent of the reports are submitted on paper and require additional processing time by the State. Complete crash data for 2016 is not expected to be available until August 2017.

- The annual driver survey collects limited information related to behaviors that may indicate why 19 percent of Missouri's drivers don't wear their seat belt.

- Data sharing between OHS and the Department of Health and Senior Services (DHSS) has declined in recent years due to staffing changes at DHSS.

- The child restraint observation survey only determines restraint use by children under the age of four.

7C. RECOMMENDATIONS

- **Re-establish a linkage between crash and injury surveillance data to more accurately describe the type and severity of injuries sustained and the hospital charges that are incurred by unbelted motor vehicle occupants involved in a crash. This integration would provide cost and injury information specific to Missouri and its residents and may help with legislative and education initiatives.**

- Develop a process to collect and analyze data obtained from all car seat inspection stations. Use this information to support or modify education and media campaigns as necessary.

- Add a small series of behavioral questions to the annual driver survey to help identify the underlying reasons that 20 percent of the State's drivers don't wear a seat belt. These questions can be modified as needed to provide timely information on emerging highway safety problems.

- Consider adding seat belt observation survey sites in counties that are not included in the final National Highway Traffic Safety Administration's sampling frame used by the State. These surveys could provide an additional tool to help highway safety partners properly develop and target their programs.

- Consider including children ages 5-16 as part of the child restraint observation survey.

- **Consider the development of a centralized citation database containing information provided by law enforcement agencies. Use this information in conjunction with crash data to support future planning for all traffic enforcement activities.**

ASSESSMENT AGENDA

Sunday February 12, 2017	
5:30 to 8:00 PM	Get acquainted dinner with Traffic Safety Staff/Assessment Team

Monday, February 13, 2017	**Welcome & Program Management**	
8:00 - 8:45	Bill Whitfield	MODOT, Office of Hwy Safety, Hwy Safety Director
8:45 - 9:30	Scott Jones	MODOT, Office of Hwy Safety Hwy Safety Program Administrator
	Mike Stapp	MODOT Office of Hwy Safety, Occupant Protection Coordinator
	Traffic Enforcement/Programs	
9:30 - 10:15	Sgt. Scott Roach	St Louis County Traffic Unit Supervisor
	Stephanie Ihrig	St Louis County Police Education/Public Outreach Officer
10:15 - 10:30	Break XXXXXXXXXXXXXX	
	CMV O.P. Enforcement Activities	
10:30 - 11:15	Chris Luebbert	Federal Motor Carrier Safety Administration
	Lt. Kevin Kelley	Missouri State Highway Patrol, CMV Division
	Steff Copeland	MODOT Motor Carrier Services, Investigations Administrator
	Legislation.	
11:15 - 12:00	John Griesheimer	Presiding Commissioner Franklin County (Former State Senator/Representative
12:00 - 1:00	Lunch XXXXXXXXXXXXXX	
	Enforcements Role in O.P.	
1:00 - 1:45	Art Amato	Law Enforcement Liaison
	Brian Phillips	Law Enforcement Liaison
	Mike Davis	Law Enforcement Liaison
1:45 - 2:30	Doug Ruediger	Jefferson City PD, Traffic Sgt.
	PUBLIC INFORMATION & OUTREACH	
2:30 - 3:15	Michelle Gibler	PhD Director, ThinkFirst Missouri
3:15 - 3:30	Break XXXXXXXXXXXXXX	

		Legislation, Regulation and Policy	
4:15 - 5:00		Susan Glass	Deputy Director/Traffic Safety Resource Prosecutor
Tuesday, February 14, 2017		**Child Passenger Safety**	
8:00 - 8:45		Carrie Wolken	Senior Systems Management/CPS Coordinator
		Daphne Greenlee	Coordinator, Safe Kids Springfield
		Program Management/Law Enforcement	
8:45 - 9:30		Mandy Kliethermes	MODOT Office of Hwy Safety/Grant Coordinator
		Mike Stapp	MODOT Office of Hwy Safety, Occupant Protection Coordinator
9:30 - 10:15		Sheldon Lineback	Missouri Police Chief's Association, Director
10:15 - 10:30	Break	XXXXXXXXXXXXXX	
		Rural Law Enforcement O.P.	
10:30 - 11:15		Brian Leer	Boone County Sheriff's Office/Sgt.
		Statewide Safety Belt Surveys	
11:15 - 12:00		Gena Spence	Missouri Safety Center/Program Manager Research
12:00 - 1:00	Lunch	XXXXXXXXXXXXXX	
		PUBLIC INFORMATION & OUTREACH	
1:00 - 1:45		Teresa Krenning	MODOT Traffic Operations Engineer
1:45 - 2:30		Kelly Jackson	MODOT Senior Communications Specialist
		LAW ENFORCEMENT POLICY & RECORDS	
2:30 - 3:15		Lt. Brian Daniel	Missouri State Highway Patrol
		Lt. Richard Fredendall	Missouri State Highway Patrol
3:15 - 3:30	Break	XXXXXXXXXXXXX	
3:30 - 4:15		Russ Dunwiddie & Mark Ritchey	Missouri State Highway Patrol Records
		Child Passenger Safety	
4:15 - 5:00		Phyllis Larimore	RN MPH PhD CPSTI Program Coordinator, Injury Free Coalition for Kids, Kansas City MO

Wednesday, February 15, 2017

8:00 - 8:45	Gale Blomenkamp	Boone County Fire Protection District/Asst. Chief MPIO

PUBLIC INFORMATION & OUTREACH		
8:45 - 9:30	Maureen Cunningham	Missouri Brain Injury Association
9:30-10:15	Lesha Peterson	Injury Prevention Coordinator/Safe Kids Coalition
10:15 - 10:30	Break XXXXXXXXXXXXX	
10:30 - 11:15 (By Phone)	Courtnie Glenn	Wright County Health Department/CPS Technician

Public Information, Outreach, Schools		
11:15 - 12:00 (By Phone)	Sandra Taurone	MODOT Senior Maintenance Technician
	Craig Compass	MODOT Traffic Engineer
12:00 - 1:00	Lunch XXXXXXXXXXXXX	
1:00 - 1:45	Sharee Galnore	Traction Coordinator
	Kacey Buschjost	MODOT, Office of Highway Safety Youth Program Coordinator
1:45 - 5:00	Team Report Writing	

Thursday, February 16, 2017

8:00 - 10:00	Team Report Writing (all day)	
10:00 - 10:15	Break XXXXXXXXXXXXX	
10:15 - 12:00	Team Report Writing (all day)	
12:00 - 1:00	Lunch XXXXXXXXXXXXX	
1:00 - 3:00	Team Report Writing (all day)	
3:00 - 3:15	Break XXXXXXXXXXXXX	
3:15 - 5:00	Team Report Writing (all day)	

Friday, February 17, 2017

9:00 - 10:00	Report Out	

ASSESSMENT TEAM CREDENTIALS

TIMOTHY J. KERNS, MS
TKerns@som.umaryland.edu

Program Director, National Study Center for Trauma and Emergency Medical Systems, University of Maryland, Baltimore

BA Johns Hopkins University, 1986; MS University of Maryland Baltimore County, 1988; PhD Candidate University of Maryland Baltimore

Mr. Kerns has been with the University of Maryland's National Study Center for Trauma and EMS since 1990. He received a Bachelor's Degree in Natural Science from The Johns Hopkins University in 1986, a Master's Degree in Epidemiology and Emergency Health Services from the University of Maryland in 1988, and is currently a PhD candidate in Epidemiology at the University of Maryland. During his time at the Study Center, he has gained considerable experience in the analysis and use of large datasets relating to motor vehicle crashes and injury. He has co-authored a number of journal articles on highway safety and has presented results from independent research projects at local and national health and injury conferences. Mr. Kerns is currently the project manager of the Comprehensive Traffic Safety Analysis project funded by the Maryland Highway Safety Office, and the Crash Injury Research and Engineering Network (CIREN) project funded by the National Highway Traffic Safety Administration (NHTSA). He is a member of the Board of Directors for the Maryland Division of the American Trauma Society and past President of the Association of Traffic Safety Information Professionals (ATSIP). Mr. Kerns has worked closely with Maryland's Highway Safety Office to conduct the State's occupant protection surveys for the past twenty years.

CAROL MEIDINGER
carolm@bektel.com

Carol Meidinger is a child passenger safety consultant and certified instructor from North Dakota. She has been involved in child passenger safety for over 35 years. From 1985 through 2005, Carol was the director of the Injury Prevention Program in the North Dakota Department of Health. Within the Injury Prevention Program, Carol coordinated a Statewide child passenger safety program that involved grants administration, public information and education, training and technical assistance, advocacy, car seat distribution, and public policy development and implementation.

As a volunteer, Carol has been actively involved in the legislative process and was a key player in obtaining passage and upgrading of North Dakota's child passenger safety law, its seat belt law and other injury prevention laws.

Carol has served on several national task forces and committees, including NHTSA's "Patterns for Life" team, GHSA's Child Occupant Protection Committee, and the Safe Kids State Coordinator Task Force. Over her career, Carol has been recognized for her work in injury prevention with awards from the North Dakota Public Health Association, National Healthy Mothers, Healthy Babies Coalition, American Public Health Association, Aberdeen Area Indian Health Service, National Governor's Highway Safety Association (Peter O'Rourke Award), North Dakota Medical Association and the National Highway Traffic Administration (Public Service Award).

Although retired from her position in the North Dakota Department of Health, Carol remains active in the injury prevention field and is a member of the North Dakota Child Fatality Review Panel, the Bismarck-Mandan Safety Council and the North Dakota Child Passenger Safety Advisory Committee. From 2012 to 2015, Carol served on the National Child Passenger Safety Board, holding the Advocate position.

RICHARD MILLER

rjmiller146@msn.com

Richard Miller experienced a rewarding career with the Michigan Department of State Police rising to the rank of Inspector over his 26 year career. In his final assignment, he served as the Assistant Sixth District Commander; the operations officer over 250 personnel on the western side of lower Michigan. Earlier in his career as Flat Rock Post Commander, Richard planned and managed the transition of that Post from a general service law enforcement operation to a dedicated traffic enforcement worksite, one of the first such changes in departmental history. Over his career he was also assigned to the Traffic Services Division where he oversaw Statewide seat belt, impaired driving and speed related selective enforcement projects. Upon retirement, Richard served as Chief of Police at Plymouth, Michigan before joining AAA Michigan/Auto Club Group as Community Safety Services Manager. There he served as a traffic safety spokesman for AAA on a state and national level.

As Project Manager for M. Davis and Company, Inc. (MDAC), Richard completed the NHTSA project "Evaluate Nighttime Seat Belt Enforcement Demonstration Program and Identify Characteristics of Unbelted High Risk Drivers", a Maryland based nighttime seat belt enforcement study measuring changes in driver awareness of the nighttime enforcement effort and also gauging the characteristics of nighttime seat belt violators. Richard served as Principal Investigator for MDAC on two other NHTSA projects, "System Analysis of ASE Implementation", a census of current and recently discontinued ASE programs in the United States and, in Tucson, Arizona, "Demonstration and Evaluation of Speed Management and Automated Enforcement Project" a project focused on the integration of automated speed enforcement with traditional speed enforcement countermeasures.

Richard is an instructor for the National Highway Institute Course Road Safety Audits/Assessments. He is one of only two former police officers certified to co-instruct this course with a traffic engineer. On behalf of the FHWA Office of International Programs he co-instructed this course in Kuwait in 2010.

JANA R. SIMPLER
Jana.simpler@state.de.us

Jana Simpler serves as the Director of the Delaware Office of Highway Safety. She joined the office in 1997, was promoted to the Deputy Director position in 2000, and served as the Occupant Protection Coordinator, Aggressive Driving Coordinator, and the Traffic Records Coordinator. Prior to being selected to serve as the Director in 2010, Jana served on the Board of the Association of Transportation Safety Information Professionals from 2005-2009 and as co-chair of the Strategic Highway Safety Plan. She was responsible for the management of most of the federal funding sources and served as the senior policy advisor to the Director for most of her career. As Director, Jana is responsible for the direction, management, and administration of the operations and programs of the Office of Highway Safety in accordance with Federal and state rules, regulations, and guidelines. She is responsible for monitoring state and federal legislation that impacts highway safety and the State of Delaware and is responsible for a staff of seven full-time and four part-time positions.

Since 2010, she has served as the Governor's Highway Safety Association (GHSA) NHTSA Region 3 representative to the Board, participated as a faculty member for the GHSA Executive Seminar, served as Chair of the Federal Relations Committee and is currently serving her second year as the Chairperson for GHSA. Since becoming Chair, Jana has been involved in a number of policy discussions affecting state Highway Safety Offices across the country, including use of promotional items and implementation of the FAST Act. Her focus has been on building relationships with many traffic safety partners and developing ways to assist state partners with essential GHSA member services including the Executive Seminar, newsletters and spotlights on various highway safety issues, and webinars on pertinent topics.

JONNA VANDYK
jonnaandjake@comcast.net

Qualified by:
- 23 years developing and implementing statewide traffic safety programs that involved the development of public relations, advertising and social marketing campaigns, educational videos and print materials.
- Management, grant writing, grant administration experience
- A Bachelor of Science Degree in Journalism, University of Oregon (1977); Master's Degree in Psychology, Saint Martin's University (2003).
- Guest lecturer at the Dan Evans Graduate School of Public Affairs at the Univ. of WA.
- Programs featured in two national textbooks on social marketing and numerous national traffic safety publications.
- Frequent state and national conference speaker on traffic safety and media issues

Senior Program Manager, Washington Traffic Safety Commission, Retired January, 2016
Developed and managed statewide law enforcement, research and publicity programs on traffic safety issues in Washington. Under my direction, Washington achieved the highest seat belt use rate in the history of the state at 97.6%. Also responsible for managing local traffic safety grant programs and overseeing a program budget of $1.8 million per year. Sept., 2007 to Jan. 2016

Communications Program Director, Washington Traffic Safety Commission Developed and implemented statewide public relations, advertising and social marketing campaigns, media relations, advertising message development, contracts management, computer generated graphic design, broadcast writing and production, video production, public speaking, training, and media message and behavioral research. Responsible for a yearly budget of $1.1 million. August, 1992 – September, 2007.

Public Information Program Manager, Washington Department of Ecology
Managed emergency response communications during large environmental disasters, as well as numerous regional and crisis-related issues on water quality for the state's environmental regulatory agency. Managed communications for three regional offices. Officiated at numerous, contentious public meetings. Produced communications materials including press releases, brochures, fliers, posters, public service announcements and stakeholder communications. June, 1988 to July, 1992.

Public Information Officer, Washington Department of Fisheries
Responsible for regulatory communications, organized press conferences, developed an agency monthly newsletter, became proficient at desktop publishing, developed print and broadcast public service announcements and managed a yearly awards program. April, 1984 – July, 1988.

Manager, Statewide Radio News Network, Olympia Washington
Managed a 60-station news network that provided press coverage of state government and legislative issues for radio stations located throughout Washington and Northern Idaho. September, 1982 to March, 1984.

An additional eight years of experience in news reporting and broadcasting.

Awards:
- 2015, Lifetime of Achievement in Traffic Safety, WA Traffic Safety Commission,
- 2014, Excellence in Traffic Safety Program Management, the Washington Traffic Safety Educators Association,
- 2008, Washington State Auditor award for excellence in state government programs
- 2006, Governors Highway Safety Assoc. (GHSA) Peter K. O'Rourke Special Achievement Award, WTSC *TACT* Project Team
- 2004, GHSA Peter K. O'Rourke Special Achievement Award, WTSC *Click it or Ticket* Program Team
- 1999, Special Commendation from the Yakama Indian Nation, for WTSC Corridor Safety Project
- 1994, National Winner, American Association of Motor Vehicle Administrators' Public Affairs Competition, Best Public Affairs Campaign, Western USA & Canada
- 1993, Commendation, National Commission Against Drunk Driving for *The Summertime Blues* Anti-DUI campaign
- 1992, Washington Department of Ecology, Employee Commendation
- 1991, Commendation from the Bellevue City Council for the *Rideshare for Clean Air* Program
- 1986, Washington Department of Fisheries, Employee Commendation Award
- 1988, First Place Winner (in 2 categories) Regional Speech Competition, Toastmasters

Organization	City	County	Classification
509 Security Forces	Whiteman AFB	Johnson	Urban
Adair County Ambulance	Kirksville	Adair	Urban
Affton Fire Protection District	St. Louis	St. Louis	Urbanized
Andrew County Health Department	Savannah	Andrew	Urban
Audrain County Health Department	Mexico	Audrain	Urban
Aurora City Fire Department	Aurora	Lawrence	Urban
Bates County Health Center	Bulter	Bates	Rural
Battlefield Fire Protection District	Battlefield	Greene	Rural
Benton County Health Department	Warsaw	Benton	Rural
Bolivar City Fire Department	Bolivar	Polk	Urban
Boonville Police Department	Boonville	Cooper	Urban
Butler County Community Resource Council	Popular Bluff	Butler	Rural
Caldwell County Health Department	Kingston	Caldwell	Rural
Callaway County Ambulance District	Fulton	Callaway	Urban
Camdenton Police Department	Camdenton	Camden	Rural
Cape Girardeau Safe Communities Program	Cape Girardeau	Cape Girardeau	Urbanized
Carroll County Health Department	Carrollton	Carroll	Rural
Carter County Sheriffs Office	Van Buren	Carter	Rural
Cedar County Health Department	Eldorado Springs	Cedar	Rural
Cedar County Health Department	Stockton	Cedar	Rural
Cedar Hill Fire Protection District	Cedar Hill	Jefferson	Rural
Chariton County Health Center	Keytesville	Chariton	Rural
Chesterfield Police Department	Chesterfield	St. Louis	Rural
Children's Mercy Hospitals & Clinics	Kansas City	Jackson	Urbanized
Christian County Ambulance	Ozark	Christian	Rural
City of Bolivar	Bolivar	Polk	Urban
City of Clayton Fire Department	Clayton	St. Louis	Rural
City of Fulton Fire Department	Fulton	Callaway	Urban
City of Rolla Fire and Rescue	Rolla	Phelps	Urban
City of Rolla Fire and Rescue Station 2	Rolla	Phelps	Urban
Clearwater Ambulance District	Piedmont	Wayne	Rural
Climax Springs R-IV School - Parents as	Climax Springs	Camden	Rural
Columbia Fire Department	Columbia	Boone	Urbanized
Community Action Partnership of Greater Saint	St. Joseph	Buchanan	Urbanized
Community Fire Protection District	Overland	St.Louis	Rural
Cox Health Medical Center South	Springfield	Greene	Urbanized
Cox Health Monett	Monett	Barry	Urban
Dade County Health Department	Greenfield	Dade	Rural
Daviess County Health Department	Gallatin	Daviess	Rural
Douglas Couty Health Department	Ava	Douglas	Rural
Dunklin County Health Department	Kennett	Dunklin	Urban
Families and Communities Together (FACT)	Hannibal	Marion	Urban
Fayette Schools-Parents as Teachers Program	Fayette	Howard	Rural
Fenton Fire District	Fenton	St. Louis	Rural
Florissant Valley Fire Protection District	Florissant	St. Louis	Rural
Fort Leonard Wood Fire Department	Fort Leonard Wood	Pulaski	Urban
Fulton Fire Department	Fulton	Callaway	Urban
Gladstone Public Safety FIRE/EMS	Kansas City	Clay	Urbanized
Grain Valley Police Department	Grain Valley	Jackson	Rural
Grundy County Health Department	Trenton	Grundy	Urban

Harrison County Health Department	Bethany	Harrison	Rural
Head Start CMCA	Fayette	Howard	Rural
Heather's Seat Check Facility	Lees Summit	Jackson	Rural
Henry County Health Center	Clinton	Henry	Urban
Hickory County Health Department	Hermitage	Hickory	Rural
High Ridge Fire Protection District	High Ridge	Jefferson	Rural
Holt Community Fire Protection District	Holt	Clinton	Rural
Holt County Health Department	Oregon	Holt	Rural
Howell County Health Department	West Plains	Howell	Urban
Independence Police Department	Independence	Jackson	Rural
Iron County Childrens Division	Ironton	Iron	Rural
Jackson County Health Department	Independence	Jackson	Rural
Jackson Fire and Rescue	Jackson	Cape Girardeau	Urbanized
Jefferson City Fire Department	Jefferson City	Cole	Urbanized
Jefferson County Health Department	Hillsboro	Jefferson	Rural
Johnson County Community Health Services	Warrensburg	Johnson	Urban
Kearney Fire and Rescue Protection District	Kearney	Clay	Urban
Kirksville Fire Department	Kirksville	Adair	Urban
Kirkwood Fire Department	Kirkwood	St. Louis	Rural
Lafayette County Health Department	Lexington	Lafayette	Rural
Lake Ozark Fire Protection District	Lake Ozark	Camden	Rural
Lawrence County Health Department	Mt. Vernon	Lawrence	Rural
Lee's Summit Police Department	Lee's Summit	Jackson	Rural
Liberty Fire Department	Liberty	Clay	Rural
Lincoln County Ambulance District	Troy	Lincoln	Urban
Linn County Health Department	Brookfield	Linn	Rural
Logan-Rogersville Fire Protection District	Rogersville	Greene	Rural
Macon County Health Department	Macon	Macon	Urban
Marshall Public Shools Parents as Teachers	Marshall	Saline	Urban
Maryland Heights Fire District	Maryland Heights	St. Louis	Rural
McDonald County Health Department	Pineville	McDonald	Rural
Mehville Fire Protection District	St. Louis	St. Louis	Urbanized
Mercer County Health Department	Princeton	Mercer	Rural
Mercy Hospital Washington	Washington	Franklin	Urban
Mercy Springfield/Safe Kids Springfield	Springfield	Greene	Urbanized
Mercy St. Francis Hospital	Mountain View	Howell	Rural
Mexico Public Safety Department	Mexico	Audrain	Urban
Miller County Health Center	Tuscumbia	Miller	Rural
Missouri Bootheel Regional Consortium, Inc	Sikeston	Scott	Urban
Missouri State Highway Patrol - GHQ	Jefferson City	Cole	Urbanized
Missouri State Highway Patrol - Troop A	Lee's Summit	Jackson	Rural
Missouri State Highway Patrol - Troop B	St. Joseph	Buchanan	Urbanized
Missouri State Highway Patrol - Troop C	St. Charles	St. Charles	Rural
Missouri State Highway Patrol - Troop D	Springfield	Greene	Urbanized
Missouri State Highway Patrol - Troop F	Jefferson City	Cole	Urbanized
Missouri State Highway Patrol - Troop G	Willow Springs	Howell	Rural
MoDOT - Chesterfield	Chesterfield	St. Louis	Rural
MoDOT - Jefferson City	Jefferson City	Cole	Urbanized
MoDOT - St. Joseph	St. Joseph	Buchanan	Urbanized
Moniteau County Health Center	California	Moniteau	Rural
Monroe County Health Department	Paris	Monroe	Rural
Montgomery County Health Department	Montgomery City	Montgomery	Rural

Morgan County Health Department	Versailles	Morgan	Rural
New Kingdom of Faith & Restoration Church	Kansas City	Jackson	Urbanized
New Madrid County Family Resource Center	New Madrid	New Madrid	Rural
Newton County Health Department	Neosho	Newton	Urban
North Kansas City Fire Department	North Kansas City	Clay	Urbanized
Northland Regional Ambulance	Platte City	Clay, Platte	Urban
Oak Grove Police Department	Oak Grove	Jackson	Rural
Osage Beach Police Department	Osage Beach	Camden	Rural
Osage County Health Department	Linn	Osage	Rural
Ozark County Health Department	Gainesville	Ozark	Rural
Ozark Technical Community College	Springfield	Greene	Urbanized
Ozarks Medical Center	West Plains	Howell	Urban
Pacific Fire Protection District	Pacific	Franklin	Urban
Peculiar Police Department	Peculiar	Cass	Rural
Pediactrics Department Swope Health Service	Kansas City	Jackson	Urbanized
Pemiscot County Intiative Network	Caruthersville	Pemiscot	Urban
Perry County Ambulance Service	Perryville	Perry	Urban
Perry County Health Department	Perryville	Perry	Rural
Pettis County Health Department	Sedalia	Pettis	Urban
Phelps County Regional Medical Center	Rolla	Phelps	Urban
Pike County Health Department	Bowling Green	Pike	Urban
Platte County Sheriff's Office	Platte City	Platte	Urban
Polk County Health Department	Bolivar	Polk	Urban
Pulaski County Health Department	Crocker	Pulaski	Rural
Putnam County Health Department	Unionville	Putnam	Rural
Ralls County Health Department	New London	Ralls	Rural
Randolph County Health Department	Moberly	Randolph	Urban
Ranken Jordan- A Pediatric Specialty Hospital	Maryland Heights	St. Louis	Rural
Raytown EMS	Raytown	Jackson	Rural
Redings Mill Fire District	Joplin	Jasper	Urbanized
Safe Kids (Jasper and Newton County)	Joplin	Jasper	Urbanized
Safety and Health Council of Western Missouri	Kansas City	Jackson	Urbanized
Safety Basics LLC Mobile Fitting Station	St. Louis	St. Louis	Urbanized
Saint Lukes Hospital	Kansas City	Jackson	Urbanized
School of the Osage Parents as Teachers	Lake Ozark	Miller	Rural
Scott County Health Department	Sikeston	Scott	Urban
Sedalia Fire Department	Sedalia	Pettis	Urban
Sedalia Police Department	Sedalia	Pettis	Urban
Shelby County Health Department	Shelbyville	Shelby	Rural
Smithville Area Fire Protection District	Smithville	Clay	Rural
South Metro Fire District	Raymore	Cass	Rural
SSM Health Cardinal Glennon Children's	Fenton	St.Louis	Rural
SSM Health Cardinal Glennon Children's	Bridgeton	St. Louis	Rural
SSM Health Cardinal Glennon Children's	St. Louis	St. Louis	Urbanized
SSM Health Cardinal Glennon Children's	St. Louis	St. Louis	Urbanized
SSM Health Cardinal Glennon Children's	Ballwin	St. Louis	Rural
St. Charles County Ambulance District	St. Peters	St. Charles	Rural
St. Clair County Health Center	Osceola	St. Clair	Rural
St. Francois County Ambulance District	Farmington	St. Francois	Urban
St. Genevieve County Ambulance Service	St. Genevieve	St. Genevieve	Rural
St. James Ambulance District	St. James	Phelps	Rural
St. Joseph Safety and Health Council	St. Joseph	Buchanan	Urbanized

Ste. Genevieve County Health Department	St. Genevieve	St. Genevieve	Rural
Stoddard County Public Health Center	Bloomfield	Stoddard	Rural
Stone County Health Department	Galena	Stone	Rural
Taney County Health Department - Branson	Branson	Taney	Urban
Taney County Health Department - Forsyth	Forsyth	Taney	Urban
Tri County Health Dept	Stanberry	Gentry	Rural
Tri County Sports Center	Moscow Mills	Lincoln	Rural
Tri-County Fire Protection District	Richland	Pulaski	Rural
Washington County Community Partnership	Potosi	Washington	Rural
Wayne County Health Center	Greenville	Wayne	Rural
Webster County Health Dept	Marshfield	Webster	Urban
West Plains Fire Department	West Plains	Howell	Urban
West Plains Police Department	West Plains	Howell	Urban
Whole Kids Outreach	Ellington	Reynolds	Rural
Windsor CPS Tech	Windsor	Henry	Rural
Wright City Fire Protection District	Wright City	Warren	Rural
Wright County Health Department	Mountain Grove	Wright	Rural
YMCA Metro Head Start	Kansas City	Jackson	Urbanized
YWCA	St. Joseph	Buchanan	Urbanized

CPS Technicians and Instructors - June 13, 2017

First Name	Last Name	Company Name	County	Status
Joe	Schilling	Kirksville Fire & Rescue	Adair	Certified Instructor
Darla	Atkins	City of Columbia Fire Department	Boone	Certified Instructor
Sheila	Robertson	MU Women's & Children's Hospital	Boone	Certified Instructor
Tammy	Stone	Callaway County Ambulance District	Callaway	Certified Instructor
Melissa	Stradt	Camdenton Police Department	Camden	Certified Instructor
Lynn	Ware		Cape Girardeau	Certified Instructor
Kendra	Cooper		Cass	Certified Instructor
Chris	Somers	Accident Consultant	Christian	Certified Instructor
Amy	Looper		Clay	Certified Instructor
Robert	Looper	Kearney Fire & Rescue Protection District	Clay	Certified Instructor
John	Hotz	Missouri State Highway Patrol	Cole	Certified Instructor
Jonathan	Bruns		Franklin	Certified Instructor
Daphne	Greenlee	Safe Kids Springfield/Mercy Injury Prev Ctr	Greene	Certified Instructor
Lori	Minor	Ozarks Technical Community College	Greene	Certified Instructor
Ann	Schroeppel	Mercy Injury Prevention Center	Greene	Certified Instructor
Dawn	Hicks	Howell County Health Department	Howell	Certified Instructor
Shannon	Bernal	Children's Mercy Hospital	Jackson	Certified Instructor
Kevin	Gooch	Kansas City Missouri Police Department	Jackson	Certified Instructor
Phyllis E	Larimore	Children's Mercy Hospitals & Clinics	Jackson	Certified Instructor
Dennis	Leeper	NKCFD	Jackson	Certified Instructor
Lana	Martin	Children's Mercy Hospital	Jackson	Certified Instructor
Kathleen	Zents	Safety & Health Council of Western MO & KS	Jackson	Certified Instructor
Kevin	Theilen	Alliance	Jasper	Certified Instructor
Kimberly	Fanter	SSM Cardinal Glennon/Kohl's4Kids	Jefferson	Certified Instructor
Tana	Bradshaw	Lawrence County Health Department	Lawrence	Certified Instructor
Lisa	Sitler	Lisa Sitler, Safe Kids	Lincoln	Certified Instructor
Katrina	Word		New Madrid	Certified Instructor
Catherine	Hogan	None	Saint Charles	Certified Instructor
PAUL	POWERS	CITY OF CHESTERFIELD	St. Louis	Certified Instructor
Stephen	Tuley	Florissant Valley Fire Protection District	St. Louis	Certified Instructor
Kelly	Klasek	Mercy Children's Hospital	St. Louis City	Certified Instructor
Debbie	McCabe	Safety Basics LLC	St. Louis City	Certified Instructor
Kara	Miller	Taney County Health Dept	Taney	Certified Instructor

Bill	Adams	Kriksvile Fire Dept.	Adair	Certified Technician
MICHAEL	BISHOP	KIRKSVILLE FIRE DEPARTMENT	Adair	Certified Technician
Cameron	East	Kirksville Fire Dept.	Adair	Certified Technician
Cody	Fuller	Kirksville Fire Department	Adair	Certified Technician
Kenny	Lambert	Kirksville Fire Department	Adair	Certified Technician
ROBERT	LEWIS	KIRKSVILLE FIRE DEPARTMENT	Adair	Certified Technician
BRAD	NEFF	KIRKSVILLE FIRE DEPARTMENT	Adair	Certified Technician
Aaron	Pippin	Kirksville Fire Department	Adair	Certified Technician
KEN	SCOTT	KIRKSVILLE FIRE DEPARTMENT	Adair	Certified Technician
Silas	Springer	Kirksville Fire Department	Adair	Certified Technician
Tyler	Street	Kirksville Fire Department	Adair	Certified Technician
DENNIS	VANSICKEL	KIRKSVILLE FIRE DEPARTMENT	Adair	Certified Technician
Matt	Yeggey	Kirksville Fire Department	Adair	Certified Technician
Jessica	Bowman	Andrew County Health Department	Andrew	Certified Technician
Malinda	Ehrhardt	Andrew County Health Department	Andrew	Certified Technician
Linda	Hankins	Mosaic Life Care	Andrew	Certified Technician
Jodi	Elliott	Audrain County Health Department	Audrain	Certified Technician
Jodi	Elliott	Audrain County Health Department	Audrain	Certified Technician
Lawanah	Gillette	Audrain County Health Department	Audrain	Certified Technician
Brandi	Meyer		Audrain	Certified Technician
Sarah	Palmer	Audrain Country Health Deaprtment	Audrain	Certified Technician
Ryan	Schudel	Mexico Public Safety Dept	Audrain	Certified Technician
Emily	Stotler	Audrain County Health Department	Audrain	Certified Technician
Emily	Stotler	Audrain County Health Department	Audrain	Certified Technician
Katie	Swaim		Audrain	Certified Technician
Shannon	Hobson	Cox Monett Hospital	Barry	Certified Technician
Vikki	Prock	Cox Monett Hospital	Barry	Certified Technician
Tari	Underwood		Barry	Certified Technician
Susan	White	Cox Monett Hospital	Barry	Certified Technician
Starri	Reinert	Lamar Early Head Start	Barton	Certified Technician
Karolyn	Tinkey	Lamar Early Head Start	Barton	Certified Technician
Ruth	Barnes	Bates County Health Center	Bates	Certified Technician

Kayla	Shrewsbury	Bates County Health Center	Bates	Certified Technician
Quartnie	Breshears	Benton County Health Dept.	Benton	Certified Technician
Brooke	Daleske	Benton County Health Department	Benton	Certified Technician
Bette	Defosse	Benton County Health Department	Benton	Certified Technician
Tammie	Heimsoth	Benton County Health Department	Benton	Certified Technician
Kamille	Carey	Kamille Carey	Boone	Certified Technician
Jessica	Christian		Boone	Certified Technician
Colt	Doman	Jefferson City Fire Department	Boone	Certified Technician
Elizabeth	Frazier		Boone	Certified Technician
Caitlin	Hammond	Women's and Children's Hospital	Boone	Certified Technician
Katherine	Lammers	Katie Lammers, PT	Boone	Certified Technician
Carolyn	Love	Children's Hospital Therapy Center	Boone	Certified Technician
Angela	McFarland	University of Missouri	Boone	Certified Technician
Mary	Meyer	University of Missouri	Boone	Certified Technician
Jessica	Nicolaescu	Children's Therapy Center	Boone	Certified Technician
HANNAH	OBERLE	Women's and Children's Hospital	Boone	Certified Technician
Tabitha	Osiier	Missouri army national guard	Boone	Certified Technician
NiCole	Sadler	University of Missouri-Women's and Children's Hosp	Boone	Certified Technician
Danielle	Schaefer	University of Missouri Children's Hospital	Boone	Certified Technician
Angie	Tipton	University of MO	Boone	Certified Technician
Carly	Zimmerman		Boone	Certified Technician
Lana	Allen	The Missouri Department Of Transportation	Buchanan	Certified Technician
Jacob	Angle	Missouri State Highway Patrol	Buchanan	Certified Technician
Janice	Carter	St. Joseph Safety And Health Council, Inc.	Buchanan	Certified Technician
Dawn	Caton	Missouri State Highway Patrol	Buchanan	Certified Technician
Zack	Craft	City Of St Joseph Police Department	Buchanan	Certified Technician
Krystalyn	Davis	Missouri State Highway Patrol	Buchanan	Certified Technician
AMBER	DYDELL	MISSOURI DEPARTMENT OF TRANSPORTATION	Buchanan	Certified Technician
Jeremy	Eaton	Collision Repair Specialists	Buchanan	Certified Technician
Michael	George	St Joseph Police Department	Buchanan	Certified Technician
Chelsea	Hill	YWCA	Buchanan	Certified Technician
Kellie	Horton	Mosaic Life Care	Buchanan	Certified Technician
Susan	Lober	St Joseph Safety & Health Council, INC.	Buchanan	Certified Technician
Sheldon	Lyon	St. Joseph Safety and Health Council	Buchanan	Certified Technician
Estrella	Maldonado	Community Action Partnership Of Greater Saint Jose	Buchanan	Certified Technician

Stephanie	Malita	City of St Joseph Health Dept.	Buchanan	Certified Technician
Breanna	Mather	Mosaic Life Care	Buchanan	Certified Technician
Traci	McChristy	YWCA	Buchanan	Certified Technician
Kelly	McManus		Buchanan	Certified Technician
Cindy	Merritt	Mosaic Life Care	Buchanan	Certified Technician
Katie	Pemberton	University of Missouri Extension Buchanan County	Buchanan	Certified Technician
Jennifer	Redman		Buchanan	Certified Technician
Glenda	Rodgers	Heartland Regional Medical Center	Buchanan	Certified Technician
Beverly	Shinneman	Mosaic Life Care	Buchanan	Certified Technician
Shawn	Skoglund	Missouri State Highway Patrol	Buchanan	Certified Technician
Stevie	Smith	City of St. Joseph Health Department	Buchanan	Certified Technician
Andrea	Stoops	Missouri Department Of Transportation	Buchanan	Certified Technician
Lindsey	Vice		Buchanan	Certified Technician
Angela	Watson	Collision Repair Specialists	Buchanan	Certified Technician
Melinda	Wendland	Melinda Wendland	Buchanan	Certified Technician
Patrick	Zeamer	SJPD	Buchanan	Certified Technician
Clark	Parrott	Missouri State Highway Patrol	Butler	Certified Technician
Dalene	Pyrtle	Butler County Community Resource Council	Butler	Certified Technician
LeAnne	Sweet	Caldwell County Health Departm	Caldwell	Certified Technician
Linda	Baker	Holts summit fire protection district	Callaway	Certified Technician
Annessa	Griffen	South Callaway Fire Protection District	Callaway	Certified Technician
Susan	Hertzler	Callaway County Ambulance District	Callaway	Certified Technician
Nicholas	Kaufman	Callaway County Ambulance District	Callaway	Certified Technician
Nathan	Kline	Callaway County Ambulance District	Callaway	Certified Technician
Brad	Lindsay	Callaway County Ambulance District	Callaway	Certified Technician
Micheal	Lindsay	Callaway County Ambulance District	Callaway	Certified Technician
Joshua	Loyd	Callaway County Ambulance District	Callaway	Certified Technician
Douglas	McGrath	Fulton Police Department	Callaway	Certified Technician
Gene	Nelson	Fulton Fire Department	Callaway	Certified Technician
Joe	Peeper	Callaway County Ambulance District	Callaway	Certified Technician
Steve	Sessler	Fulton Fire Dept.	Callaway	Certified Technician
Jeffrey	Wallendorff	South Callaway Fire Protection District	Callaway	Certified Technician
Cassy	Campbell	City of Osage Beach Ambulance	Camden	Certified Technician
Annie	Havner	Lake Regional Health System	Camden	Certified Technician
Jeramiah	Johnson	Osage Beach Fire Protection District	Camden	Certified Technician

Kristopher	Keeth	Camdenton Police Dept	Camden	Certified Technician
Arlyne	Page	Osage Beach Police Department	Camden	Certified Technician
Eric	Adamczyk	Jackson Fire Rescue	Cape Girardeau	Certified Technician
Justin	Angle	Jackson Fire Rescue	Cape Girardeau	Certified Technician
Stephen	Baugh	Jackson Fire Rescue	Cape Girardeau	Certified Technician
Timothy	Bleichroth	Gordonville Fire Protection District	Cape Girardeau	Certified Technician
Michael	Gentry	Jackson Fire Rescue	Cape Girardeau	Certified Technician
Max	Goshen	Jackson Fire Rescue	Cape Girardeau	Certified Technician
Gene	Kerns	Jackson Fire Rescue	Cape Girardeau	Certified Technician
Garry	Moore	Whitewater Fire Dept	Cape Girardeau	Certified Technician
Rachel	Penny	Cape Girardeau Police Department	Cape Girardeau	Certified Technician
Judy	Brock	Carroll County Health Department	Carroll	Certified Technician
Darren	Bellamy	South Metropolitan Fire Protection District	Cass	Certified Technician
Atalie	Brown	Peculiar Police Department	Cass	Certified Technician
Jason	Coppedge	South Metropolitan Fire District	Cass	Certified Technician
Sarah	Czech	Cass County Health Department	Cass	Certified Technician
Tim	Gates	South Metro Fire Protection District	Cass	Certified Technician
Lance	Goddard	Raymore Missouri Police Department	Cass	Certified Technician
Phillip	Grabmiller	Peculiar Police Department	Cass	Certified Technician
Dominic	Malena	Pleasant Hill Police Department	Cass	Certified Technician
Brett	Palmer	South Metro Fire District	Cass	Certified Technician
Terry	Smither	South Metro Fire Protection District	Cass	Certified Technician
Carl	Turner	South Metropoliatan Fire Protection District	Cass	Certified Technician
Kevin	Viets	South Metropolitan Fire Protection District	Cass	Certified Technician
JESSE	WALKINGSTICK	Raymore Police Department	Cass	Certified Technician
Lila	Carriker	Cedar County Health Dept	Cedar	Certified Technician
Jenean	Ehlers	Cedar County Health Department	Cedar	Certified Technician
Kathy	Naylor	Chariton County Health Center	Chariton	Certified Technician
Judy	Poeschl	Chariton County Health Center	Chariton	Certified Technician
Staci	Dabbs	Chrisian County Health Department	Christian	Certified Technician
Christie	Drew	Cox Health	Christian	Certified Technician
Abby	Garton	Christian County Health Department	Christian	Certified Technician
Renee	Hawkins		Christian	Certified Technician
Tiffanie	Bevan	Liberty Hospital	Clay	Certified Technician
Kamera	Bollinger		Clay	Certified Technician

Brett	Booth	Kearney Fire and Rescue	Clay	Certified Technician
Gary Mike	Bryan	Liberty Public Schools #53	Clay	Certified Technician
Sarah	Davis	Excelsior Springs Fire Department	Clay	Certified Technician
Cathy	Dawdy	Liberty Public Schools #53	Clay	Certified Technician
Joseph	Desautels	Holt Community Fire Protection District	Clay	Certified Technician
Lori	Dieckhoff	North Kansas City School District Early Childhood	Clay	Certified Technician
Michelle	Doan	Liberty Public School	Clay	Certified Technician
Shelby	Dougan		Clay	Certified Technician
Dustin	Eichler	Kearney Fire & Rescue Protection District	Clay	Certified Technician
Brandy	Eskew	LIberty Public Schools #53	Clay	Certified Technician
Jeffrey	Garton		Clay	Certified Technician
Sandy	Gentry	Liberty Public Schools #53	Clay	Certified Technician
Steven	Giacone	Kearney Fire and Rescue	Clay	Certified Technician
Cherrie	Heller	Liberty Public Schools #53	Clay	Certified Technician
Bobby	Higgins	Kearney Fire & Rescue Protection District	Clay	Certified Technician
Julia	Hladky	Clay County Public Health Center	Clay	Certified Technician
Alyssa	Howk	YMCA Liberty Head Start C enter	Clay	Certified Technician
Bryan	Kipping	Kearney Fire & Rescue Protection District	Clay	Certified Technician
Micheal	Morris	Smithville Police Department	Clay	Certified Technician
Sheri	Pratt	Children's Mercy Hospital	Clay	Certified Technician
LARRY	RADLEY	LIBERTY MO FIRE DEPT.	Clay	Certified Technician
Toni	Reynolds	Easter Seals Midwest	Clay	Certified Technician
Ashley	Starritt	.	Clay	Certified Technician
Amy	Strown	Children'S Mercy Hospital	Clay	Certified Technician
Byron	Watkins	Smithville Area Fire Protection District	Clay	Certified Technician
TERRY	DICKINSON	ST. LUKES NORTHLAND HOSPITAL	Clinton	Certified Technician
Blair	Shock	Clinton County Health Department	Clinton	Certified Technician
Ashley	Silvey	Clinton County Health Department	Clinton	Certified Technician
Rose	Watts	Clinton County Health Department	Clinton	Certified Technician
Joe	Alonzo	Jefferson City Fire Department	Cole	Certified Technician
Ryan	Back	Jefferson City Fire Department	Cole	Certified Technician
Chad	Ballinger	Jefferson City Fire Dept	Cole	Certified Technician
Jesse	Berendzen	Jefferson City Fire Dept	Cole	Certified Technician
Bryan	Boeckmann	Jefferson City Fire Department	Cole	Certified Technician
Billy	Bolden	Jefferson City Fire Department	Cole	Certified Technician

Will	Bradford	Jefferson City Fire Department	Cole	Certified Technician
Timothy	Bullard	Jefferson City Fire Dept	Cole	Certified Technician
Ryan	Carrender	Jefferson City Fire Department	Cole	Certified Technician
Quentin	Combs	Jefferson City Fire Department	Cole	Certified Technician
Kyle	Crossman	Jefferson City Fire Department	Cole	Certified Technician
Shane	Engelhardt	Jefferson City Fire Department	Cole	Certified Technician
Kelly	Forck	Jefferson City Fire Department	Cole	Certified Technician
Tom	Gann	Jefferson City Fire Department	Cole	Certified Technician
Beth	Gerling	Jefferson City Fire Department	Cole	Certified Technician
Carl	Haake	Jefferson City Fire Department	Cole	Certified Technician
Clint	Hays	Jefferson City Fire Department	Cole	Certified Technician
Greg	Heckemeyer	Jefferson City Fire Department	Cole	Certified Technician
Sean	Henning	Jefferson City Fire Dept	Cole	Certified Technician
Jake	Holee	Jefferson City Fire Department	Cole	Certified Technician
Jordan	Holland	Jefferson City Fire Department	Cole	Certified Technician
Chad	James	Jefferson City Fire Department	Cole	Certified Technician
Evan	Jennings	Jefferson City Fire Department	Cole	Certified Technician
Jason	Karr	Jefferson City Fire Department	Cole	Certified Technician
Scott	Kempker	Jefferson City Fire Department	Cole	Certified Technician
Bobby	Kuster	Jefferson City Fire Department	Cole	Certified Technician
Nicholas	LaBoube	Jefferson City Fire Department	Cole	Certified Technician
Lisa	Layton-Brinker	Na	Cole	Certified Technician
Brian	Leivian	Jefferson City Fire Department	Cole	Certified Technician
Rebecca	Lenon	Missouri Coalition For Roadway Safety	Cole	Certified Technician
Ryan	Lock	Jefferson City Fire Department	Cole	Certified Technician
Matt	Luebbert	Jefferson City Fire Department	Cole	Certified Technician
Deidra	McClendon		Cole	Certified Technician
Chris	McCray	Jefferson City Fire Department	Cole	Certified Technician
Travis	Milne	Jefferson City Fire Dept	Cole	Certified Technician
Jon	Moe	Jefferson City Fire Dept	Cole	Certified Technician
Chris	Muenks	Jefferson City Fire Department	Cole	Certified Technician
James	Noah	Jefferson City MO Fire Dept	Cole	Certified Technician
Jon	Pagel	Jefferson City Fire Department	Cole	Certified Technician
Doug	Platter	Jefferson City Fire Department	Cole	Certified Technician
Dirk	Protzman	Jefferson City Fire Department	Cole	Certified Technician

Jack	Reilly	Jefferson City Fire Dept	Cole	Certified Technician
Paul	Reinsch	Missouri State Highway Patrol	Cole	Certified Technician
Devaughn	Rhodes	Jefferson City Fire Dept	Cole	Certified Technician
Dave	Ruetz	Jefferson City Fire Department	Cole	Certified Technician
Anthony	Schnack	Jefferson City Fire Dept	Cole	Certified Technician
Matt	Smart	Jefferson City Fire Department	Cole	Certified Technician
Adam	Sneller	Jefferson City Fire Dept	Cole	Certified Technician
Ian	Stich	Jefferson City Fire Department	Cole	Certified Technician
Pete	Stoops	Jefferson City Fire Dept	Cole	Certified Technician
Elijah	Strobel	Jefferson City Fire Dept	Cole	Certified Technician
Joel	Swader	Jefferson City Fire Department	Cole	Certified Technician
Anthony	Trapani	Jefferson City Fire Department	Cole	Certified Technician
Michael	Vaught	Jefferson City Fire Department	Cole	Certified Technician
Dave	Vogel	Jefferson City Fire Department	Cole	Certified Technician
Justin	Weidinger	Jefferson City Fire Dept	Cole	Certified Technician
Alan	Wekenborg	Jefferson City Fire Department	Cole	Certified Technician
Scott	White	Missouri State Highway Patrol	Cole	Certified Technician
Carrie	Wolken	Mo Department Of Transportation - Highway Safety	Cole	Certified Technician
Collin	Wright	Jefferson City Fire Dept	Cole	Certified Technician
Josh	Young	Jefferson City Fire Department	Cole	Certified Technician
Ben	Burch	Boonville Police Department	Cooper	Certified Technician
Larry	Roberts	Boonville Police Department	Cooper	Certified Technician
Karen	Sikes	Crawford County Nursing Service/Health Dept.	Crawford	Certified Technician
Amber	Thompson	CRAWFORD COUNTY HEALTH DEPARTMENT	Crawford	Certified Technician
Everett	Kelly	Dallas County Sheriff's Office	Dallas	Certified Technician
Regina	Adkison	Department Of Social Services, Childrens Division	Daviess	Certified Technician
Jackie	Nichols	Daviess Co. Health Dept.	Daviess	Certified Technician
Kristie	Smith	Daviess Co. Health Dept.	Daviess	Certified Technician
Misty	Breshears	Douglas County Health Department	Douglas	Certified Technician
Kenny	Fleetwood	Ava Area Ambulance-Cox Health	Douglas	Certified Technician
David	Robertson	Cox Health EMS	Douglas	Certified Technician
Michelle	Shots	Douglas County Health Dept	Douglas	Certified Technician
Becky	Crawford	Dunklin County Health Department	Dunklin	Certified Technician
Linda	Fuller	Dunklin County Health Department	Dunklin	Certified Technician
Kim	Hughes	Dunklin County Health Department	Dunklin	Certified Technician

Mary Ann	Stephens	Dunklin County Health Department	Dunklin	Certified Technician
Emily	Garcia	Show Me CPR and Personal Safety	Franklin	Certified Technician
Michael	Grissom	Washington Police Department	Franklin	Certified Technician
Jennifer	Harriman	Mercy Hospital-Washington	Franklin	Certified Technician
Donna	Hrenak	Boles FPD	Franklin	Certified Technician
Brian	Jett	Pacific Fire Protection District	Franklin	Certified Technician
Michael	Pruett		Franklin	Certified Technician
Mindy	Schmelz	City of Washington Police Department	Franklin	Certified Technician
Lilli	Parsons	Tri County Health Dept	Gentry	Certified Technician
Karrie	Redden	Tri-County Health Department	Gentry	Certified Technician
Tabitha	Aleshire	Children's Division	Greene	Certified Technician
Dana	Byerley	Coxhealth	Greene	Certified Technician
Victoria	Carnes	Cox Health	Greene	Certified Technician
Crystal	Collins	Mercy Hospital Springfield	Greene	Certified Technician
Morgan	Conrad	Cox Health	Greene	Certified Technician
Sasha	Cook		Greene	Certified Technician
Mary	Diven	Isabel's House Crisis Nursery of the Ozarks	Greene	Certified Technician
Kristi	Donovan	Mercy Children's Hospital- Springfield	Greene	Certified Technician
Amanda	Eddington	Coxhealth	Greene	Certified Technician
Jerry	Ellis	Coxhealth Ems	Greene	Certified Technician
Coleena	Fletcher	COX HEALTH	Greene	Certified Technician
Samantha	Forir	Battlefield Fire Protection District	Greene	Certified Technician
Melody	Frazier	My Happy Place Flea Market & Resale	Greene	Certified Technician
Laura	Glynn	St. John's Health System - Mercy Springfield	Greene	Certified Technician
Regina	Gohr	Mercy Kids Hospital	Greene	Certified Technician
Jennifer	Gurley	Mercy Hospital Springfield	Greene	Certified Technician
Angela	Hedges	Springfield-Greene County Health Department	Greene	Certified Technician
Elizabeth	Hedgpeth	mercy hospital springfield mo	Greene	Certified Technician
Cristin	Herbort	Mercy Hospital - Springfield	Greene	Certified Technician
Rebekah	Hightower	Mercy	Greene	Certified Technician
Jennifer	Hill	Springfield Public Schools Parents As Teachers	Greene	Certified Technician
Deana	Holland	Mercy Mother Baby Unit	Greene	Certified Technician
Courtney	Kern-Wright		Greene	Certified Technician
Roy	Kirby	Battlefield Fire Protection District	Greene	Certified Technician
Mike	Lamphere	Mercy Hospital	Greene	Certified Technician

John	Lueckenhoff	Missouri State Troopers	Greene	Certified Technician
Kristie	McCoy	Mercy Hospital	Greene	Certified Technician
Cynthia	McDermott		Greene	Certified Technician
Rozlyn	McTeer	Coxhealth	Greene	Certified Technician
Mallorie	Mendell	Mercy Children's Hospital	Greene	Certified Technician
Holly	Menzie	Mercy Springfield	Greene	Certified Technician
Joshua	Mettlach	Mercy Hospital	Greene	Certified Technician
Emily	Ogden	CoxHealth	Greene	Certified Technician
Jason	Pace	Missouri State Highway Patrol-Troop D	Greene	Certified Technician
Ana	Portillo	Mercy Hospital Springfield	Greene	Certified Technician
Rana	Post	CoxHealth	Greene	Certified Technician
Sara	Rust	Mercy Hospital	Greene	Certified Technician
Angelica	sandlin	Heaven Sent Fluff n More	Greene	Certified Technician
marcella	sapp	mercy hospital	Greene	Certified Technician
Tailor	Schlotzhauer	Mercy Kids Hospital	Greene	Certified Technician
Brooke	Scott	Mercy Hospital	Greene	Certified Technician
Bradley	Small	Greene County Children's Division	Greene	Certified Technician
Luke	Spain	Mercy Hospital	Greene	Certified Technician
Leslie	St. Clair	Greene County Children's Division	Greene	Certified Technician
Kayleigh	Stark	CoxHealth Hospital	Greene	Certified Technician
Ruth	Stehlin	Mercy Injury Prevention Center	Greene	Certified Technician
Elizabeth	Vandivert		Greene	Certified Technician
Denise	Vaughan	CoxHealth	Greene	Certified Technician
Ashley	Wilson	Mercy Children's Hospital Springfield	Greene	Certified Technician
Megan	Wood		Greene	Certified Technician
Sharon	Bratsberg	Grundy County Health Department	Grundy	Certified Technician
Lindsay	Ortega	Grundy County Health Department	Grundy	Certified Technician
Sheryl	Searcy	Grundy County Health Dept.	Grundy	Certified Technician
Delcena	Hamilton	Harrison County Health Department	Harrison	Certified Technician
Alisha	Noble	Harrison County Health Department	Harrison	Certified Technician
Gary	French	Henry County Health Center	Henry	Certified Technician
Peggy	Stockdall	Golden Valley Memorial Hospital	Henry	Certified Technician
Dani	Tirey	Golden Valley Memorial Hospital	Henry	Certified Technician
MEGAN	PITTS	Hickory County Health Department	Hickory	Certified Technician
Renee	Miller	Holt County Health Department	Holt	Certified Technician

Nancy	Holtwick	Fayette Schools Parents as Teachers	Howard	Certified Technician
Marsha	Stewart	New Franklin Schools	Howard	Certified Technician
Chris	Bell	City of West Plains	Howell	Certified Technician
Shawn	Bice	City of West Plains	Howell	Certified Technician
Jason	Brumble	Missouri State Highway Patrol	Howell	Certified Technician
Cheri	Carda	Howell County Health Department	Howell	Certified Technician
Elizabeth	Cauthen	Ozarks Medical Center	Howell	Certified Technician
Lucas	Cyr	City of West Plains	Howell	Certified Technician
Ashton	Davis		Howell	Certified Technician
Kathy	Doss	Howell County Health Department	Howell	Certified Technician
Vanessa	Doss	Howell County Health Department	Howell	Certified Technician
Richie	Hammon	City of West Plains	Howell	Certified Technician
Tommy	Jones	City of West Plains	Howell	Certified Technician
Jeffery	Kinder	Missouri State Highway Patrol	Howell	Certified Technician
Alexandra	Malisheski	Howell County Health Department	Howell	Certified Technician
Sharon	Owen	Howell County Health Deparment	Howell	Certified Technician
Hailey	Shinberger	Ozarks Medical Center	Howell	Certified Technician
Grant	Sholes	West Plains Fire Dept	Howell	Certified Technician
Brianne	Stringer		Howell	Certified Technician
Paula	Tupper	City of West Plains Police Department	Howell	Certified Technician
Heather	Wood	Howell County Health Department	Howell	Certified Technician
Brianne	Yardley	Mercy Hospital	Howell	Certified Technician
Justin	Allsbury	Southern Platte Fire Protection District Fire	Jackson	Certified Technician
Greg	Anderson	Southern Platte Fire Protection District Fire	Jackson	Certified Technician
William	Anderson	City of Oak Grove Police Department	Jackson	Certified Technician
Michelle	Armsttrong	Childrens Mercy Hospital	Jackson	Certified Technician
Rita	Arnold	NKCFD	Jackson	Certified Technician
Ted	Arrandale	Cornerstones of Care	Jackson	Certified Technician
Bryan	Ball	NKCFD	Jackson	Certified Technician
yvonne	Bankston	Children's Mercy Hospital	Jackson	Certified Technician
Koren	Barden	Gladstone Police Department	Jackson	Certified Technician
Shellie	Barnett	St Luke's East Hospital	Jackson	Certified Technician
Christine	Barr	Signature Medical Group Strong Start	Jackson	Certified Technician
Andy	Bettis	City of Gladstone Department of Public Safety	Jackson	Certified Technician
Jeremy	Bledsoe	Raytown EMS	Jackson	Certified Technician

Robert	Blehm	Kansas City MO Police Department	Jackson	Certified Technician
Lisa	Boggess	Francis Institute for Child and Youth Development	Jackson	Certified Technician
greg	boggs	northkansas city fire dept.	Jackson	Certified Technician
Monica	Bomar	Children'Ss Mercy Hospital	Jackson	Certified Technician
Heather	Bouldrey	Home	Jackson	Certified Technician
Molly	Brackeen	Sugar Creek Police Department	Jackson	Certified Technician
Stephen	Bray	Kansas City Police Department	Jackson	Certified Technician
Kelli	Brickhouse	Saint Luke's East Lee's Summit	Jackson	Certified Technician
Alex	Brock	North Kansas City Fire Department	Jackson	Certified Technician
Sheila	Brown	Cerner	Jackson	Certified Technician
Claudia	Burford	Children's Mercy Hospital	Jackson	Certified Technician
Tim	Burke	CJCFPD	Jackson	Certified Technician
Jeni	Butcher	MFCAA	Jackson	Certified Technician
Jazmine	Cedeno	Children's Mercy Hospital	Jackson	Certified Technician
Colin	Chang	Gladstone Fire/EMS	Jackson	Certified Technician
Joseph	Chapman	Oak Grove Police Department	Jackson	Certified Technician
Jennifer	Chinn	Grain Valley Police Department	Jackson	Certified Technician
Betty	Choi	Mid America Head Start	Jackson	Certified Technician
Amy	Cogan	Children's Mercy Hospital East	Jackson	Certified Technician
Jennifer	Conkling	Children's Mercy Hospital	Jackson	Certified Technician
Kyndal	Costello	University of Kansas Hospital	Jackson	Certified Technician
Chris	Cox	Gladstone Fire-EMS	Jackson	Certified Technician
Jonathan	Cranston	Kansas City MO Police Department	Jackson	Certified Technician
Carrie	Craver	Lee's Summit Police Department	Jackson	Certified Technician
Lakeisha	Davis	Swope Health Services	Jackson	Certified Technician
Vesta	Dennis	Children's Mercy Hospital	Jackson	Certified Technician
Christine	Douglas	Children's Mercy Hospital	Jackson	Certified Technician
Mallory	Dresel	Children'S Mercy Hospital	Jackson	Certified Technician
Andrew	Dressler	Riverside Fire Department	Jackson	Certified Technician
Francisco	Duque	Kansas City MO Police Department	Jackson	Certified Technician
Kristina	Duran	Swope Health Central/Pediatrics	Jackson	Certified Technician
Adam	Ellis	Riverside Fire Department	Jackson	Certified Technician
patrick	elson	north kansas city fire dept.	Jackson	Certified Technician
Sharon	Engelman	Jackson County Health Department	Jackson	Certified Technician
Chelsea	Farago	Crittenton Children'S Center	Jackson	Certified Technician

Shantasa	Fischer	Kansas City MO Police Department	Jackson	Certified Technician
Lauren	Fouts		Jackson	Certified Technician
Lynette	Fowler	Mid America Regional Coalition (MARC)	Jackson	Certified Technician
Elizabeth	Fritz	N/A	Jackson	Certified Technician
Barbra	Frizzell	Lee's Summit Police Dept.	Jackson	Certified Technician
Dan	Gard	LS R-7 School District Transportation	Jackson	Certified Technician
Nicole	Gilman	Independence School District	Jackson	Certified Technician
Kyle	Green	Gladstone Police Department	Jackson	Certified Technician
Jerry	Grubb	Kansas City MO Police Department	Jackson	Certified Technician
Britta	Gustafson	Raytown EMS	Jackson	Certified Technician
Courtney	Hale		Jackson	Certified Technician
Andrew	Hall	North Kansas City Fire Department	Jackson	Certified Technician
Monique	Hall	Children's Mercy Hospital	Jackson	Certified Technician
Andy	Hamil	Kansas City MO Police Department	Jackson	Certified Technician
Paul	Hanna	Gladstone Police Department	Jackson	Certified Technician
Beth	Harmon	Coroonerstones of Care	Jackson	Certified Technician
Isaac	Hauser	Children's Mercy Hospital	Jackson	Certified Technician
Kaitlyn	Hauser		Jackson	Certified Technician
Timothy	Head	Cerner Corporation	Jackson	Certified Technician
Kolby	Hedges	North Kansas City Fire Department	Jackson	Certified Technician
Jeffrey	Hendrix	Riverside Fire Department	Jackson	Certified Technician
Cinthya	Hernandez	Children's Mercy Hospital	Jackson	Certified Technician
Tim	Hightower	North Kansas City Fire Department	Jackson	Certified Technician
Jacqueline	Hodge		Jackson	Certified Technician
Sam	Horacek	NKCFD	Jackson	Certified Technician
DuJuan	Hord	Mother Child Health Coalition of Greater Kansas Ci	Jackson	Certified Technician
Lindsay	Houston	Children's Mercy Hospital	Jackson	Certified Technician
Elgie	Hurd	Swope Health Services	Jackson	Certified Technician
Keri	Ingle	Children's Division / Jackson County	Jackson	Certified Technician
Danny	Jackson	CJCFPD	Jackson	Certified Technician
Brandi	James	City of Raytown	Jackson	Certified Technician
Pam	Kabrick	Mid America Head Start Association - MARC	Jackson	Certified Technician
Andrew	Kahananui	American Medical Response	Jackson	Certified Technician
Josh	Kerr	Greenwood MO Police Department	Jackson	Certified Technician
Courtney	Kisor	Saint Luke's East	Jackson	Certified Technician

Danny	Klick	North Kansas City Fire Department	Jackson	Certified Technician
Julie	Lang	Children's Mercy Hospital	Jackson	Certified Technician
Cheryl	Leffler	Midwest Foster Care And Adoption	Jackson	Certified Technician
Kim	LeSage	Raytown EMS	Jackson	Certified Technician
Josh	Liesveld	North Kansas city fire dept.	Jackson	Certified Technician
Dwon	Littlejohn	Kansas City Police Department Central Patrol	Jackson	Certified Technician
GARY	LOFTIS	NKCFD	Jackson	Certified Technician
Meredith	Long	Cerner Corporation	Jackson	Certified Technician
Krista	Lopez	Synergy Services	Jackson	Certified Technician
Bill	Lowe	Missouri State Highway Patrol	Jackson	Certified Technician
Patty	Lucas	Ymca Of Greater Kansas City Head Start	Jackson	Certified Technician
LeeAnn	Marcase	Lee's Summit Police Department	Jackson	Certified Technician
Marc	Marine	CJCFPD	Jackson	Certified Technician
Blair	Marlow	YMCA Thomas Roque Head Start	Jackson	Certified Technician
Rachel	Martin	Children's Mercy Hospital	Jackson	Certified Technician
Denise	McCarter	Children's Mercy Hospital	Jackson	Certified Technician
Jenny	McKee	Children's Mercy Hospital	Jackson	Certified Technician
Darla	Meza	Children's Mercy Hospital PCC West	Jackson	Certified Technician
Melissa	Micus	Kansas City MO PS Richardson Head start	Jackson	Certified Technician
jason	miller	north kansas city fire dept.	Jackson	Certified Technician
Heidi	Miller-Medlin	None	Jackson	Certified Technician
Mark	Misenhelter	Cerner Corporation	Jackson	Certified Technician
Rachel	Montes	Southern Platte Fire Protection District	Jackson	Certified Technician
Ginger	Moorhead	LS R-7 School District Transportation	Jackson	Certified Technician
Marion	Morris	Crittenton Children's Center	Jackson	Certified Technician
John	Mulder	LS R-7 School District Transportation	Jackson	Certified Technician
Adam	Namanny	Gladstone Fire-EMS	Jackson	Certified Technician
Emily	Nannemann	Children's Mercy Hospital	Jackson	Certified Technician
Jackie	Neubauer	YMCA Thomas Roque Head Start	Jackson	Certified Technician
Nakeisha	Neverdusky	MARC	Jackson	Certified Technician
Jon	Norman	Gladstone Fire-EMS	Jackson	Certified Technician
Jennifer	Novogoratz		Jackson	Certified Technician
Karla	Nunez	Children'S Mercy Hospital	Jackson	Certified Technician
Elizabeth	Pace	Childrens Mercy Hospital	Jackson	Certified Technician
James	Payton	Kansas City MO Police Department	Jackson	Certified Technician

Nicholas	Pence	8880 NW Clark Ave	Jackson	Certified Technician
Justin	Perez	Gladstone Fire-EMS	Jackson	Certified Technician
scott	phillips	north kansas city fire dept.	Jackson	Certified Technician
Samantha	Pierce	Raytown EMS	Jackson	Certified Technician
Anyi	Pujols	Children's Mercy Hospital PCC Broadway	Jackson	Certified Technician
Maria	Purtle	Ymca Of Greater Kansas City Head Start	Jackson	Certified Technician
Allison	Purvis	Saint Luke's East	Jackson	Certified Technician
Erin	Ralovo	MoDOT	Jackson	Certified Technician
Kyle	Ralston	North Kansas city fire dept.	Jackson	Certified Technician
antonio	ramirez	north kansas city fire dept.	Jackson	Certified Technician
Jacqueline	Ratliff	Children's Division / Jackson County	Jackson	Certified Technician
Jenna	Reed	Children's Mercy Hospital	Jackson	Certified Technician
Whitney	Reed	Children's Division / Jackson County	Jackson	Certified Technician
Christina	Richardson	Children's Division / Jackson County	Jackson	Certified Technician
Kimshon	Ridgell	Children's Division / Jackson County	Jackson	Certified Technician
Daniela	Rivera	Mid America Head Start	Jackson	Certified Technician
Jason	Rivera		Jackson	Certified Technician
Darrel	Rocker	Kansas City MO Police Department	Jackson	Certified Technician
Andrew	Roelle	Gladstone Police Department	Jackson	Certified Technician
Julia	Rotert	Metro YMCA Head Start	Jackson	Certified Technician
Shawn	Rulon	Gladstone Fire-EMS	Jackson	Certified Technician
Josue	Sanabria	American Century Investments	Jackson	Certified Technician
Melissa	Schafer	Children's Division / Jackson County	Jackson	Certified Technician
Kristin	Schlenk	Jackson County Health Department	Jackson	Certified Technician
Eric	Schmalzbach	NKCFD	Jackson	Certified Technician
Timothy	Schmuke	Gladstone Fire-EMS	Jackson	Certified Technician
Michael	Schneider	Kansas City MO Police Department	Jackson	Certified Technician
Adam	Schwartz	Grandview C4 Transportation	Jackson	Certified Technician
Dean	Scott	NHTSA – Region 7	Jackson	Certified Technician
Vicki	Sears	Jackson County Health Department	Jackson	Certified Technician
dave	selleck	norh kansas city fire dept.	Jackson	Certified Technician
Jena	Servatius	Children's Mercy Hospital Northland	Jackson	Certified Technician
Laura	Shadid	Parkville Police Department	Jackson	Certified Technician
Shelly	Shumate	LS R-7 School District Transportation	Jackson	Certified Technician
Beverly	Smith	Safety & Health Council, W. MO and KS	Jackson	Certified Technician

Brandon	Smith	Sugar Creek Fire Dept	Jackson	Certified Technician
Bridgette	Smith	MARC	Jackson	Certified Technician
Greg	Smith	Kansas City MO Police Department	Jackson	Certified Technician
Jenn	Smith	Mother's Refuge	Jackson	Certified Technician
Lynsey	Smith	Children's Mercy Hospital	Jackson	Certified Technician
Anthony	Snorgrass	Missouri Department of Transportation	Jackson	Certified Technician
Kyle	Sole	City of Grain Valley	Jackson	Certified Technician
Stephen	Spire	Missouri Department Of Transportation	Jackson	Certified Technician
Jessica	Squires	YMCA Metro Head Start Center	Jackson	Certified Technician
Malika	Sterling	TIES Program	Jackson	Certified Technician
Eric	Stock	Gladstone Police Department	Jackson	Certified Technician
Zachary	Stoneking	North Kansas City Fire	Jackson	Certified Technician
Collin	Stosberg	Missouri State Highway Patrol	Jackson	Certified Technician
Scott	Stubler	Riverside Fire Department	Jackson	Certified Technician
Steve	Suthers		Jackson	Certified Technician
jason	taylor	north kansas city fire dept.	Jackson	Certified Technician
Amy	Terreros	Children's Mercy Hospital	Jackson	Certified Technician
Thomas	Thibault	Central Jackson County Fire Prevention Dist.	Jackson	Certified Technician
Amber	Thompson		Jackson	Certified Technician
John	Thurston	Raytown EMS	Jackson	Certified Technician
Bryan	Tisdale	Gladstone-EMS	Jackson	Certified Technician
Julie	Tomasic	Kansas City MO Police Department	Jackson	Certified Technician
Ashli	Turner	Children's Division / Jackson County	Jackson	Certified Technician
Jason	Tyler	NKCFD	Jackson	Certified Technician
Lori	Valenzuela	Jackson County Health Department	Jackson	Certified Technician
Becky	Voyles		Jackson	Certified Technician
Marc	Wachter	Gladstone Fire-EMS	Jackson	Certified Technician
Jennifer	Walden	Children's Mercy Hospital	Jackson	Certified Technician
Karyn	Walden-Forrest	N/a	Jackson	Certified Technician
Cayla	Waller	Synergy Services	Jackson	Certified Technician
Amy	Walsh	Children's Mercy Hospital	Jackson	Certified Technician
Charee	Walters	Children's Mercy Hospital	Jackson	Certified Technician
Hannah	Warren		Jackson	Certified Technician
Jennifer	Welchert	Children's Division / Jackson County	Jackson	Certified Technician
Terry	West	Children's Division / Jackson County	Jackson	Certified Technician

Charles	Westmoreland	Independence Police Department	Jackson	Certified Technician
Pat	Westmoreland	Independence Police Department	Jackson	Certified Technician
Tony	White	Greenwood MO POlice Department	Jackson	Certified Technician
Jason	Whitney	Southern Platte Fire Protection	Jackson	Certified Technician
Chris	Wiebeck	NKCFD	Jackson	Certified Technician
Christopher	Williams	Swope Health Services	Jackson	Certified Technician
Kathy	Williams	North Kansas City School District	Jackson	Certified Technician
Robert	Williams	Southern Platte Fire Protection District	Jackson	Certified Technician
creston	witte	North Kansas city fire dept.	Jackson	Certified Technician
PHIL	WOODS	CERNER CORP.	Jackson	Certified Technician
Shayne	Wright	Southern Platte Fire Protection District Fire	Jackson	Certified Technician
frank	yardley	north Kansas city fire dept.	Jackson	Certified Technician
Lee	Zebel	Raytown EMS	Jackson	Certified Technician
Mark	Box	The Alliance of SWMO	Jasper	Certified Technician
Kim	Burnett	The Alliance of SWMO	Jasper	Certified Technician
Barbara	Claxton		Jasper	Certified Technician
Matt	Fasano	Carthage Fire Dept.	Jasper	Certified Technician
Brianna	Garten	The Alliance of SWMO	Jasper	Certified Technician
Geoffrey	Haynes	Redings Mill Fire District	Jasper	Certified Technician
James	Hill	Redings Mill Fire Department	Jasper	Certified Technician
Andrew	Jiles		Jasper	Certified Technician
Renee	Laney	The Alliance of SWMO	Jasper	Certified Technician
Ken	Lown	Carthage Fire Dept.	Jasper	Certified Technician
Serena	Martinez	The Alliance Of Southwest Missouri	Jasper	Certified Technician
Ronnie	Metcalf	Redings Mill Fire Department	Jasper	Certified Technician
Mike	Mitchell	Carthage Fire Dept.	Jasper	Certified Technician
Jared	Richmond	Carl Junction Police Dept.	Jasper	Certified Technician
Jo	Sitton	The Alliance of SWMO	Jasper	Certified Technician
Karen	Suthers	First Steps	Jasper	Certified Technician
Chris	Taylor	Redings Mill Fire Protection	Jasper	Certified Technician
Jessica	Winters	Early Head Start Of Joplin Mo	Jasper	Certified Technician
Bev	Barringer-Ruggeri	St Johns Mercy Medical Center NICU	Jefferson	Certified Technician
John	Barton	High Ridge Fire Protection District	Jefferson	Certified Technician
Amanda	Brittingham	National Geospatial Intelligence Agency	Jefferson	Certified Technician
Mark	Brown	National Geospatial Intelligence Agency	Jefferson	Certified Technician

Jacob	Cobb	High Ridge Fire	Jefferson	Certified Technician
Zachary	Cobb	High Ridge Fire	Jefferson	Certified Technician
Roger	Coleman	High Ridge Fire	Jefferson	Certified Technician
Donna	Cummings	Jefferson County Health Dept.	Jefferson	Certified Technician
Nathan	Davis	High Ridge Fire	Jefferson	Certified Technician
Tory	Doerr	National Geospatial Intelligence Agency	Jefferson	Certified Technician
Lisa	Gore	DeSoto Rural Fire Protection District	Jefferson	Certified Technician
Daniel	Hempen	High Ridge Fire	Jefferson	Certified Technician
Scott	Kavanagh		Jefferson	Certified Technician
Adam	Lambrich	Jefferson County Sheriff's Office	Jefferson	Certified Technician
Warren	McRaney	National Geospatial Intelligence Agency	Jefferson	Certified Technician
Mathew	Miniea	High Ridge Fire	Jefferson	Certified Technician
TIM	ROBINSON	HIGH RIDGE FIRE	Jefferson	Certified Technician
Tamara	Schmidt		Jefferson	Certified Technician
Gregory	Shuster	Cedar Hill Fire Prot. Dist.	Jefferson	Certified Technician
JAKE	THEILING	high ridge fire	Jefferson	Certified Technician
Mike	Toombs	Jefferson County Sheriff's Office	Jefferson	Certified Technician
Sarah	Warncke	Jefferson County Health Department	Jefferson	Certified Technician
Nichole	Watson	St Louis Childrens Hospital	Jefferson	Certified Technician
Adam	Wymer	Cedar Hill Fire Protection District	Jefferson	Certified Technician
Galen	Abrams	US Air Force	Johnson	Certified Technician
Ashley	Bridwell	Stay at home mom	Johnson	Certified Technician
Arnold	Cerezo	US Air Force	Johnson	Certified Technician
Mason	Conaway	USAF	Johnson	Certified Technician
Tammie	Crabtree	Johnson County Community Health Services WIC	Johnson	Certified Technician
Jacob	Dagney	US Air Force	Johnson	Certified Technician
Tricia	Fleming	Johnson County Community Health Services	Johnson	Certified Technician
Caleb	Hoferman	Usaf	Johnson	Certified Technician
Beth	Logan	Johnson County Community Health Services	Johnson	Certified Technician
Heather	McCoy	US Air Force	Johnson	Certified Technician
Denver	McLaughlin	US Air Force	Johnson	Certified Technician
Amanda	Nutter		Johnson	Certified Technician
Patrick	Paine	US Air Force	Johnson	Certified Technician
Rylnn	Paz	US Air Force	Johnson	Certified Technician
Lelani	Puga	US Air Force	Johnson	Certified Technician

Jeremy	Reed	USAF	Johnson	Certified Technician
Jeffrey	Reynolds	Warrensburg Police Department	Johnson	Certified Technician
Michael	Rivera	US Air Force	Johnson	Certified Technician
Amy	Sides		Johnson	Certified Technician
Gerald	Torres	US Air Force	Johnson	Certified Technician
Melissa	Tucker	US Air Force	Johnson	Certified Technician
Jeremy	Woods	US Air Force	Johnson	Certified Technician
Anthony	Zutten	US Air Force	Johnson	Certified Technician
Katherine	Johnson	Adair County Ambulance District	Knox	Certified Technician
Deborah	Mathews	Knox County Health Department	Knox	Certified Technician
Lori	Moots-Clair	Knox County Health Department	Knox	Certified Technician
Greg	Probst		Knox	Certified Technician
Alicia	Mcatee	Laclede County Health Department	Laclede	Certified Technician
Sandra	Adams		Lafayette	Certified Technician
Carolyn	Boland	Lafayette County Health Department	Lafayette	Certified Technician
Kristin	Buford	Lafayette County Health Department	Lafayette	Certified Technician
Amanda	Fisher	Lafayette County C-1 Parents As Teachers	Lafayette	Certified Technician
randall	hansen	Lexington Fire & Rescue	Lafayette	Certified Technician
Breann	Jensen	Lafayette County Health Department	Lafayette	Certified Technician
Harley	Stice	City of Aurora Fire Dept.	Lawrence	Certified Technician
Tom	Taylor	MILLER R 2 SCHOOL	Lawrence	Certified Technician
Robert	Ward	City of Aurora Fire Dept.	Lawrence	Certified Technician
Christopher	Wirth	City of Aurora Fire Dept	Lawrence	Certified Technician
Dan	Mittelberg	Lewis County Health Department	Lewis	Certified Technician
Brian	Goin	Brian Goin / St. Charles City Fire Department	Lincoln	Certified Technician
Elizabeth	Knipping		Lincoln	Certified Technician
Nikki	Stroud	St. Charles County Department of Public Health	Lincoln	Certified Technician
Shonna	Thate	Lincoln County Ambulance District	Lincoln	Certified Technician
Sarah	Valenza	Lincoln County Health Department	Lincoln	Certified Technician
Janet	Roush	Linn County Health Dept	Linn	Certified Technician
Amber	Severa	Linn County Health Dept	Linn	Certified Technician
Shawna	Shiflett	Linn County Health Department	Linn	Certified Technician
Jim	Woolfolk	Marceline Police Dept	Linn	Certified Technician
Brent	Bernhardt	Missouri State Highway Patrol	Macon	Certified Technician
Stacy	Corbin	Macon County Health Department	Macon	Certified Technician

Rachelle	Hunter	Macon County Health Department	Macon	Certified Technician
Michelle	Hyde	Macon County Health Department	Macon	Certified Technician
DeAnna	Wiggans	Macon County Health Department	Macon	Certified Technician
Crystal	Burnett	Families and Communities Together	Marion	Certified Technician
Sandy	Caswell	Families and Communities Together (F.A.C.T.)	Marion	Certified Technician
Aaron	Johnson	Palmyra PD / Palmyra R-1 Schools	Marion	Certified Technician
Crystal	McWilliams	Marion County Health Department	Marion	Certified Technician
Kathy	Nicholson	Palmyra R-I School District	Marion	Certified Technician
Kara	Sinclair	Marion County Health Dept	Marion	Certified Technician
Valerie	Van Hoose	Marion County Health Department	Marion	Certified Technician
Karen	Buckman	McDonald County Health Department	McDonald	Certified Technician
Jose	Cardona	McDonald County Health Department	McDonald	Certified Technician
Lacey	Matney	The Alliance of Southwest Missouri	McDonald	Certified Technician
Brandy	Smith	McDonald County Health Department	McDonald	Certified Technician
Sarah	Wilson	MacDonald county Health department	McDonald	Certified Technician
Gina	Finney	Mercer Co. Health Dept.	Mercer	Certified Technician
Natalie	Mounce	Mercer County Health Dept	Mercer	Certified Technician
Joni	Williams	Mercer County Health Department	Mercer	Certified Technician
Mark	Amsinger	Lake Ozark Fire Protection	Miller	Certified Technician
Stephanie	Bird	Miller County Health Center	Miller	Certified Technician
Matthew	Birdsley	Lake Ozark Fire Protection District	Miller	Certified Technician
Tashua	Husong	Miller County Health Center	Miller	Certified Technician
Dave	Matusik	Lake Ozark Fire Protection District	Miller	Certified Technician
Derek	Nelson	Miller County Health Center	Miller	Certified Technician
Trena	Willoughby	School of the Osage	Miller	Certified Technician
Jayna	Marriott	Moniteau County Health Center	Moniteau	Certified Technician
Lesha	Peterson	Missouri Department of Health and Senior Services	Moniteau	Certified Technician
Michelle	Wilfong	Moniteau County Health Center	Moniteau	Certified Technician
tammy	elliott	Monroe county health department	Monroe	Certified Technician
Debbie	Gilliam	Monroe County Health Department	Monroe	Certified Technician
MARIA	BICKELL		Montgomery	Certified Technician
Katherine	Hoette	Montgomery Co. Health Dept	Montgomery	Certified Technician
Lindsey	Janes	Montgomery County Health Dept	Montgomery	Certified Technician
Vickie	Roodhouse	Montgomery County Health Dept.	Montgomery	Certified Technician
Ashley	Judd	Morgan County Health Center	Morgan	Certified Technician

Stefanie	Pryor	Morgan County Health Center	Morgan	Certified Technician
Amber	Crane	New Madrid County Human Resources Council Communit	New Madrid	Certified Technician
Christi	Pipkin	New Madrid County Health Department	New Madrid	Certified Technician
Vickie	Willis	New Madrid County Family Resource Center	New Madrid	Certified Technician
Darci	Brown	None	Newton	Certified Technician
Manuel	Garcia	Newton County Health Department	Newton	Certified Technician
Carrie	Graciano	Access Family Care	Newton	Certified Technician
Daniel	Jobe	Joplin Fire Department	Newton	Certified Technician
Barbara	Sanchez	Newton MO CO Health Department	Newton	Certified Technician
Eric	Smith	Seneca R7 Schools	Newton	Certified Technician
Brenda	Tuttle	Neosho Health Department	Newton	Certified Technician
Tabitha	Frank	Nodaway County Health Department	Nodaway	Certified Technician
Kathryn	Hawley	Nodaway County Health Department	Nodaway	Certified Technician
Teresa	Nielson	HRMC	Nodaway	Certified Technician
Jessica	Wilson	Maryville Department of Public Safety	Nodaway	Certified Technician
Wayne	Wilson	Maryville Department of Public Safety	Nodaway	Certified Technician
Dianna	Schubert	Osage County Health Department	Osage	Certified Technician
Tessa	Wright	Osage County Health Department	Osage	Certified Technician
Jennifer	Garrison	Ozark County Health Center	Ozark	Certified Technician
Cyndi	House	Pemiscott County Initiative Network	Pemiscot	Certified Technician
Ginny	VanAusdall	Pemiscot County Initiative Network	Pemiscot	Certified Technician
Mabeline	Woods	Pemiscot County Initiative Network	Pemiscot	Certified Technician
Mary	Chappius	Perry Co. Ambulance Service	Perry	Certified Technician
Barbara	Miller	Perry County Health Department	Perry	Certified Technician
Amanda	Rellergert	Perry County Ambulance Service	Perry	Certified Technician
Angelia	Schuessler	Perry County Health Department	Perry	Certified Technician
Jamie	Barklage	Bothwell Regional Health Center	Pettis	Certified Technician
John	Clarke	Sedalia Fire Dept	Pettis	Certified Technician
John	Collins	Sedalia Police Department	Pettis	Certified Technician
Lucas	Fowler	Sedalia Fire Dept	Pettis	Certified Technician
Dan	Hargrave	Sedalia Fire Department	Pettis	Certified Technician
Josh	Hedges	Sedalia Fire Dept	Pettis	Certified Technician
Chase	McChesney	Sedalia Fire Dept	Pettis	Certified Technician
Brooke	Monsees	Children'S Therapy Center-Family And Child	Pettis	Certified Technician
Maria	Olmedo	Pettis County Health Center	Pettis	Certified Technician

Holly	Pace	Pettis County Health Center	Pettis	Certified Technician
Michele	Paradise		Pettis	Certified Technician
Joe	Parnell	Sedalia Fire Department	Pettis	Certified Technician
Ciara	Pennock	Pettis County Health Center	Pettis	Certified Technician
Ashley	Shine	Sedalia Fire Department	Pettis	Certified Technician
John	Skelly		Pettis	Certified Technician
Bill	Twenter	Sedalia Fire Dept	Pettis	Certified Technician
Lupe	Warnock	Pettis County Health Center	Pettis	Certified Technician
Darla	Weatherholt	Pettis County Community Partnership	Pettis	Certified Technician
Clay	Allison	City of Rolla Fire & Rescue	Phelps	Certified Technician
Dillion	Barnes	City of Rolla Fire & Rescue	Phelps	Certified Technician
Mike	Beucler	City of Rolla Fire & Rescue	Phelps	Certified Technician
Adam	Birdsong	City of Rolla Fire & Rescue	Phelps	Certified Technician
Jeff	Breen	City of Rolla Fire & Rescue	Phelps	Certified Technician
Amy	Bridgeman	The Community Partnership	Phelps	Certified Technician
Chase	Butler	City of Rolla Fire & Rescue	Phelps	Certified Technician
Aaron	Campbell	City of Rolla Fire & Rescue	Phelps	Certified Technician
Kenny	Chase	City of Rolla Fire & Rescue	Phelps	Certified Technician
Chris	Covey	City of Rolla Fire & Rescue	Phelps	Certified Technician
Ryan	Day	City of Rolla Fire & Rescue	Phelps	Certified Technician
Joe	Decker	City of Rolla Fire & Rescue	Phelps	Certified Technician
Meredith	Evans	City of Rolla Fire & Rescue	Phelps	Certified Technician
Wayne	Feeler	City of Rolla Fire & Rescue	Phelps	Certified Technician
Sammie	Goodson	The Community Partnership: Young Parent Program	Phelps	Certified Technician
Kent	Griggs	City of Rolla Fire & Rescue	Phelps	Certified Technician
Alan	Hill	City of Rolla Fire & Rescue	Phelps	Certified Technician
Kyle	Leivian	City Of Rolla Fire & Rescue	Phelps	Certified Technician
Ryan	MacKay	City of Rolla Fire & Rescue	Phelps	Certified Technician
John	Marti	City of Rolla Fire & Rescue	Phelps	Certified Technician
Chad	Mathis	City of Rolla Fire & Rescue	Phelps	Certified Technician
Charles	Michaels	City of Rolla Fire & Rescue	Phelps	Certified Technician
Jennifer	Parrett	St. James Ambulance District	Phelps	Certified Technician
Scott	Proffitt	City of Rolla Fire & Rescue	Phelps	Certified Technician
Chris	Recker	City of Rolla Fire & Rescue	Phelps	Certified Technician
Starlyn	Reynolds	Phelps County Regional Medical Center	Phelps	Certified Technician

Ryan	Scholl	City of Rolla Fire & Rescue	Phelps	Certified Technician
Geoff	Stevenson	City of Rolla Fire & Rescue	Phelps	Certified Technician
George	Weiss	City of Rolla Fire & Rescue	Phelps	Certified Technician
Brandon	Williams	City of Rolla Fire & Rescue	Phelps	Certified Technician
Brad	Woods	City of Rolla Fire & Rescue	Phelps	Certified Technician
Jamie	Anderson	Pike County Health Department Home Health and Hosp	Pike	Certified Technician
Katelyn	Chapuis	Hannibal Regional Hospital	Pike	Certified Technician
Michelle	Danback		Pike	Certified Technician
Kim	Gamm	Pike County Health Department	Pike	Certified Technician
Robyn	Orf	Pike County Health Department	Pike	Certified Technician
Sasha	Ball	Northland Regional Ambulance District	Platte	Certified Technician
Michael	Bigus	Central Platte Fire	Platte	Certified Technician
Ryan	Burton	Northland Regional Ambulance District	Platte	Certified Technician
Christopher	Columbus	Northland Regional Ambulance District	Platte	Certified Technician
Brandon	Detrick	Central Platte Fire	Platte	Certified Technician
Jennifer	Gibbs		Platte	Certified Technician
Stephen	Harper	Northland Regional Ambulance District	Platte	Certified Technician
Scott	Roy	Northland Regional Ambulance District	Platte	Certified Technician
Kara	Seedorff	Northland Regional Ambulance District	Platte	Certified Technician
Andrew	Servaes	Central Platte Fire Department	Platte	Certified Technician
Katherine	Smith	Platte County Sheriff's Department	Platte	Certified Technician
Susan	Anderson	Polk County Health Center	Polk	Certified Technician
Adrian	Brantley	Bolivar City Fire Department	Polk	Certified Technician
Carol	Cunningham	Polk County Health Center	Polk	Certified Technician
Lisa	Ebert-Swaggerty	Citizens Memorial Hospital	Polk	Certified Technician
Sandy	Haslett	City of Bolivar	Polk	Certified Technician
Wanita	Lister	Polk County Health Center	Polk	Certified Technician
Sandra	Zanaboni	Polk County Health Center	Polk	Certified Technician
Jane	Bruns	Army Community Service	Pulaski	Certified Technician
Michael	Campbell	DES-Fire & Emergency Services	Pulaski	Certified Technician
Barbara	Cezar		Pulaski	Certified Technician
Anthony	Clark	Ft Leonard Wood Fire Dept	Pulaski	Certified Technician
Jessica	Coffelt	Pulaski County Ambulance Distric	Pulaski	Certified Technician
Kevin	Curtis	Fort Leonard Wood Fire Department	Pulaski	Certified Technician
Steve	Heath	Tri-County Fire Protection District	Pulaski	Certified Technician

Joel	Hunt	Fort Leonard Wood Fire Department	Pulaski	Certified Technician
Scott	Huntington	FLW Fire Dept	Pulaski	Certified Technician
Jimmy	JAckson	FLW Fire Dept	Pulaski	Certified Technician
Olaf	Jensen	Fort Leonard Wood Fire Department	Pulaski	Certified Technician
Robert	Johnson	Fort Leonard Wood Fire And Emergencey Services	Pulaski	Certified Technician
Audrey	Lein	Free Women's Center of Pulaski County	Pulaski	Certified Technician
Darrin	Shiplett	Us Army	Pulaski	Certified Technician
David	Stoke	Fort Leonard Wood Fesd	Pulaski	Certified Technician
Angela	White	Army Fort Leonard Wood Fire Department	Pulaski	Certified Technician
Kari	Guffey	Putnam County Health Department	Putnam	Certified Technician
Jeanie	Johnson	Putnam County Health Department	Putnam	Certified Technician
Tiffany	Coleman-Dade	Ralls County Health Department	Ralls	Certified Technician
Donna	Franklin	Ralls County Health Dept	Ralls	Certified Technician
Deanna	Breusch	Randolph County Health Department	Randolph	Certified Technician
Amanda	Hutson	Central Missouri Community Action	Randolph	Certified Technician
Angela	Briegel		Ray	Certified Technician
Ryan	Busby	Lawson Fire and Rescue	Ray	Certified Technician
Dana	Vogliardo		Ray	Certified Technician
Connie	Pendley	Whole Kids Outreach	Reynolds	Certified Technician
Beth	Kraner	Self	Saint Charles	Certified Technician
Katelyn	Kuenzle		Saint Charles	Certified Technician
Chelsea	Hoskins	Marshall Public Schools	Saline	Certified Technician
Guadalupe	Martinez	Marshall Public Schools	Saline	Certified Technician
Abby	Oberman	Grundy County Health Department	Schuyler	Certified Technician
Shira	Bills	Missouri Bootheel Regional Consortium	Scott	Certified Technician
Sherry	Burger	Scott County Health Dept.	Scott	Certified Technician
Kelley	Clark	Missouri Regional Bootheel Consortium	Scott	Certified Technician
Stacey	Dame	Scott County Health Department	Scott	Certified Technician
Carolyn	Davis	Missouri Bootheel Regional Consortium, Inc	Scott	Certified Technician
Cody	Johnson		Scott	Certified Technician
Candace	Kincaid	Missouri Bootheel Regional Consortium Inc	Scott	Certified Technician
Vickie	Rose	Missouri Bootheel Regional Consortium	Scott	Certified Technician
Amanda	Barrick	Shelby County Health Department	Shelby	Certified Technician
Sara	Brower		St. Charles	Certified Technician
Jeff	Buchheit	St Charles Fire Department	St. Charles	Certified Technician

Michele	Coombs	Michele Coombs	St. Charles	Certified Technician
Kyle	Gaines	St. Charles County Ambulance District	St. Charles	Certified Technician
Cynthia	Halbrook	St. John's Mercy Medical Center	St. Charles	Certified Technician
Lauren	Hankley		St. Charles	Certified Technician
Jessica	Harkins	Guggie Daly LLC	St. Charles	Certified Technician
MEGAN	HICKEY	St. Charles County Department of Public Health	St. Charles	Certified Technician
Jenny	McDowell	Mercy Kids	St. Charles	Certified Technician
Al	Nothum	MSHP	St. Charles	Certified Technician
Susie	Ochs	Lake Saint Louis Police Department	St. Charles	Certified Technician
Michelle	Patrick	Missouri Baptist Medical Center	St. Charles	Certified Technician
Jennifer	Rellergert	Mercy Hospital	St. Charles	Certified Technician
Karley	Rizzo		St. Charles	Certified Technician
Joshua	Waters		St. Charles	Certified Technician
Trisha	Waters	Trisha Waters	St. Charles	Certified Technician
Juston	Wheetley	Missour State Highway Patrol	St. Charles	Certified Technician
Carol	Wickenhauser		St. Charles	Certified Technician
Cassandra	Witte		St. Charles	Certified Technician
Melissa	Cone	St. Clair County Health Center	St. Clair	Certified Technician
Shon	Buchanan	Farmington Fire Department	St. Francois	Certified Technician
Kyle	Carter	Farmington Fire Department	St. Francois	Certified Technician
david	chilton	farmington fire dept.	St. Francois	Certified Technician
Grant	Chitwood	Farmington Fire Department	St. Francois	Certified Technician
Nick	Govero	Farmington Fire Dept.	St. Francois	Certified Technician
tom	harris	Farmington Fire Department	St. Francois	Certified Technician
Wendy	Helton	Farmington Police Department	St. Francois	Certified Technician
Austin	Martin	Farmington Fire Department	St. Francois	Certified Technician
Mark	Mattina	Farmington Fire Department	St. Francois	Certified Technician
Joshua	McAtee	Farmington Fire Department	St. Francois	Certified Technician
Ricardo	Scavone	Farmington Fire Department	St. Francois	Certified Technician
Adam	Schenavar		St. Francois	Certified Technician
Beau	Strebeck	National Geospatial Intelligence Agency	St. Francois	Certified Technician
Chris	Turner	Farmington Fire Department	St. Francois	Certified Technician
Jane	Adler		St. Louis	Certified Technician
Cheryl	Anthonis	Missouri Baptist Children's Home - CFM	St. Louis	Certified Technician
Peggy	Bailot	SLCH	St. Louis	Certified Technician

Todd	Barger	Metro West Fire Protection District	St. Louis	Certified Technician
Mark	Barnhart	Pattonville Fire Protection District	St. Louis	Certified Technician
Tom	Bauer	Metro West Fire Protection District	St. Louis	Certified Technician
James	Bell	Metro West Fire Protection District	St. Louis	Certified Technician
Adam	Benenati	Metro West Fire Protection District	St. Louis	Certified Technician
Melody	Bennett	Ranken Jordan - A Pediatric Specialty Hospital	St. Louis	Certified Technician
Todd	Bujnak	Metro West Fire Protection District	St. Louis	Certified Technician
Rebecca	Cave	Ranken Jordan - A Pediatric Specialty Hospital	St. Louis	Certified Technician
Joel	Cooper	Fenton Fire Protection District	St. Louis	Certified Technician
Phillip	Davis	Missouri Department Of Transportation	St. Louis	Certified Technician
Nick	Demere	Monarch Fire Protection District	St. Louis	Certified Technician
Angie	Dillick	Ranken Jordan Peciatric Specialty Hospital	St. Louis	Certified Technician
Darin	Estes	Robertson Fire Protection District	St. Louis	Certified Technician
Bill	Evans	Metro West Fire Protection District	St. Louis	Certified Technician
Kelly	Eyermann	BJC	St. Louis	Certified Technician
Robb	Farr	Metro West Fire Protection District	St. Louis	Certified Technician
Melissa	Ganim	Cotton Babies	St. Louis	Certified Technician
Scot	Gibson	WCFPD	St. Louis	Certified Technician
Nick	Gildehaus	Pattonville Fire Protection District	St. Louis	Certified Technician
monica	Glaser	mercy east community	St. Louis	Certified Technician
John	Godfrey	Metro West Fire Protection District	St. Louis	Certified Technician
Jason	Goebel		St. Louis	Certified Technician
Steven	Hahn	Monarch Fire Protection District	St. Louis	Certified Technician
dale	harbison	Hazelwood Fire Dept	St. Louis	Certified Technician
Alex	Hawkins	Eureka Fire Protection District	St. Louis	Certified Technician
Pamela	Henson	BJC Health Systems	St. Louis	Certified Technician
Vidal	Hernandez	Metro West Fire Protection District	St. Louis	Certified Technician
Andy	Hieken	Metro West Fire Protection District	St. Louis	Certified Technician
Jamie	Hoisington	Metro West Fire Protection District	St. Louis	Certified Technician
Nancy	Holzum	Black Jack Fire Protection District	St. Louis	Certified Technician
Thomas	Huesgen	Chesterfield Police Dept	St. Louis	Certified Technician
Jerry	Hughey	Fenton Fire Prot Dist	St. Louis	Certified Technician
Amy	Johnson	MBCH Children & Family Ministries	St. Louis	Certified Technician
Sean	Johnson	Metro West Fire Protection District	St. Louis	Certified Technician
Brian	Jones	P.O. Box 310, Wildwood, Missouri 63040	St. Louis	Certified Technician

Brittany	Kaiser	St. Louis Children's Specialty Care Center	St. Louis	Certified Technician
Justin	Klauman	Justin Klauman	St. Louis	Certified Technician
Josh	Klemp	Ranken Jordan - A Pediatric Specialty Bridge Hospi	St. Louis	Certified Technician
Tammy	Kohler	Ranken Jordan Specialty Hospital	St. Louis	Certified Technician
David	Kupfer	Metro West Fire Protection District	St. Louis	Certified Technician
Jake	LeSeure	Metro West Fire Protection District	St. Louis	Certified Technician
Brad	Lewis	Kirkwood Fire Department	St. Louis	Certified Technician
Mike	Loehrer	Pattonville Fire District	St. Louis	Certified Technician
Jonathan	Loesch	Ranken Jordan - A Pediatric Specialty Hospital	St. Louis	Certified Technician
Steven	McKinney	Eureka Fire Protection District	St. Louis	Certified Technician
Chad	Meyer	City of Chesterfield Police Department	St. Louis	Certified Technician
Mark	Moore	Metro West Fire Protection District	St. Louis	Certified Technician
Thomas	Morrow	Robertson Fire Protection District	St. Louis	Certified Technician
Debbie	Neisch	Cardinal Glennon Hospital	St. Louis	Certified Technician
Krista	Nelson		St. Louis	Certified Technician
Steven	Newcomb	Metro West Fire District	St. Louis	Certified Technician
Bianca	Perry	Ranken Jordan - A Pediatric Specialty Hospital	St. Louis	Certified Technician
Matt	Phelps	Metro West Fire Protection District	St. Louis	Certified Technician
Vanessa	Pillarick	Ranken Jordan - A Pediatric Bridge Hospital	St. Louis	Certified Technician
Gillian	Rainey	Metro West Fire Protection District	St. Louis	Certified Technician
Stephanie	Roehr	Ranken Jordan - A Pediatric Specialty Bridge Hos	St. Louis	Certified Technician
Phillip	Ruffus	Missouri Department of Transportation	St. Louis	Certified Technician
Matthew	Russell	Pattonville Fire District	St. Louis	Certified Technician
David	Schmiderer	Maryland Heights Fire Protection District	St. Louis	Certified Technician
Tony	Schrempf	Fenton Fire Protection District	St. Louis	Certified Technician
Cara	Shanholtzer	Ranken Jordan Pediatric Rehabilitation Hospital	St. Louis	Certified Technician
Brad	Shelton	Metro West Fire Protection District	St. Louis	Certified Technician
Greg	Shelton	Metro West Fire Protection District	St. Louis	Certified Technician
Andrew	Shoop	Community Fire Local 2665 PR Director	St. Louis	Certified Technician
Keanna	Taylor	Ranken Jordan - A Pediatric Bridge Hospital	St. Louis	Certified Technician
Michael	Thiemann	Metro West Fire Protection District	St. Louis	Certified Technician
Tom	Vatterot	Metro West Fire Protection District	St. Louis	Certified Technician
John	VonGruben	Metro West Fire District	St. Louis	Certified Technician
Eddie	Watkins	Missouri Department of Transportation	St. Louis	Certified Technician
Keith	White	Metro West Fire Protection District	St. Louis	Certified Technician

Shannon	Willingham	Robertson Fire Protection District	St. Louis	Certified Technician
Jeff	Wingate	Metro West Fire District	St. Louis	Certified Technician
David	Wynne	Fenton Fire Protection District	St. Louis	Certified Technician
Andrea	Zimmerman	Cotton Babies	St. Louis	Certified Technician
Justin	Absheer	Olivette Fire Department	St. Louis City	Certified Technician
Elizabeth	Anvender		St. Louis City	Certified Technician
Scott	Barthelmass	Eureka Fire Protection District	St. Louis City	Certified Technician
Chelsea	Bax		St. Louis City	Certified Technician
Daniel	Berni	Kirkwood Fire Department	St. Louis City	Certified Technician
Tyler	Bone	Shrewsbury fire department	St. Louis City	Certified Technician
Michael	Bradley	Ssm Cardinal Glennon Children'S Medical Center	St. Louis City	Certified Technician
Mark	Bryant	Affton Fire Protection District	St. Louis City	Certified Technician
Tyler	Burns	Kirkwood Fire Department	St. Louis City	Certified Technician
Julie	Cappelletti	St. Louis Children'S Hospital	St. Louis City	Certified Technician
Shannon	Carr		St. Louis City	Certified Technician
Jennifer	Cassity	St. Louis Children's Hospital	St. Louis City	Certified Technician
Nadja	Caus	BJC Healthcare Barnes Jewish Hospital	St. Louis City	Certified Technician
Tyler	Chrestman	Mehlville Fire Protection District	St. Louis City	Certified Technician
Steven	Clark	Mehlville Fire Protection District	St. Louis City	Certified Technician
Elizabeth	Dannan	St. Louis Fire Department	St. Louis City	Certified Technician
Gregory	DeGreeff	Olivette Fire Dept.	St. Louis City	Certified Technician
Andrew	Deluca	Mehlville Fire Protection District	St. Louis City	Certified Technician
Steven	Demartino	Mehlville Fire Protection District	St. Louis City	Certified Technician
Ryan	Dempsey	Kirkwood Fire Department	St. Louis City	Certified Technician
Allan	DiRie	Community Fire Dept.	St. Louis City	Certified Technician
Diane	DuBois		St. Louis City	Certified Technician
Lindsey	Duffin	SSM St Mary's	St. Louis City	Certified Technician
Dawn	Easterlin	Shriners Hospital	St. Louis City	Certified Technician
Brian	Eike	Brian Eike	St. Louis City	Certified Technician
Craig	Eisenbeis	City of Brentwood	St. Louis City	Certified Technician
Julie	Eldridge	Mercy Hospital	St. Louis City	Certified Technician
Katie	Exline		St. Louis City	Certified Technician
Brett	Feldewerth	Mehlville Fire Protection District	St. Louis City	Certified Technician
Ryan	Fenley	Kirkwood Fire Department	St. Louis City	Certified Technician
Alex	Fish	Olivette Fire Dept	St. Louis City	Certified Technician

Jordan	Foy	St. Louis Children's Hospital	St. Louis City	Certified Technician
Chris	Francis	Mehlville Fire Protection District	St. Louis City	Certified Technician
Rosalyn	Fulton	BJK People's Health Centers	St. Louis City	Certified Technician
Theresa	Gelven	SSM Cardinal Glennon Children's Medical Center	St. Louis City	Certified Technician
Andrew	Graddy	Metro West Fire Protection District	St. Louis City	Certified Technician
John	Grass	Mehlville Fire Protection District	St. Louis City	Certified Technician
Sue	Hagan	Saint Louis Children's Hospital	St. Louis City	Certified Technician
Austin	Hargraves	Safe Seats Save Lives	St. Louis City	Certified Technician
eric	hatala	Community Fire Protection District	St. Louis City	Certified Technician
Thomas	Heggemeyer	Clayton Fire Department	St. Louis City	Certified Technician
Gabriel	Helms	Maplewood Fire Dept.	St. Louis City	Certified Technician
Nicholas	Herdler		St. Louis City	Certified Technician
John	Herr	Clayton Fire Department	St. Louis City	Certified Technician
Nathan	Hewitt	Mehlville Fire Protection District	St. Louis City	Certified Technician
Nathan	Higginbotham	Kirkwood Fire Department	St. Louis City	Certified Technician
Patrick	Howe	Maplewood Fire Dept.	St. Louis City	Certified Technician
Brittany	Hudzinski		St. Louis City	Certified Technician
Tim	Hunn	Mehlville Fire Protection District	St. Louis City	Certified Technician
Abbey	Iffrig	St. Louis Children's Hospital	St. Louis City	Certified Technician
Cherie	Jennison		St. Louis City	Certified Technician
Jermyn	Johnson	Missouri Department of Transportation	St. Louis City	Certified Technician
Johnny	Johnson	Kirkwood Fire Department	St. Louis City	Certified Technician
Marcus	Jones	Ladue Fire Department	St. Louis City	Certified Technician
Joseph	Kaltenbach	St. Charles Fire Department	St. Louis City	Certified Technician
Kristine	Kempf	Mehlville Fire Protection District	St. Louis City	Certified Technician
Bryan	Kertz	Kirkwood Fire Department	St. Louis City	Certified Technician
Nick	King	Maplewood Fire Department	St. Louis City	Certified Technician
Craig	Kneale	Clayton Fire Department	St. Louis City	Certified Technician
Darren	Knight	Mehlville Fire Protection District	St. Louis City	Certified Technician
Whitney	Kohlmeyer	St. Louis Children's Hospital	St. Louis City	Certified Technician
Eric	Kuntz	Maplewood Fire Department	St. Louis City	Certified Technician
Nicole	Lehmkuhl	St. Louis Children's Hospital	St. Louis City	Certified Technician
Sara	Leonhardt-Smith		St. Louis City	Certified Technician
Justin	Light	Mehlville Fire Protection District	St. Louis City	Certified Technician
shanta	lima		St. Louis City	Certified Technician

Jason	Lipscomb	Clayton Fire Department	St. Louis City	Certified Technician
Mandy	Lott		St. Louis City	Certified Technician
Scott	Manning	Affton Fire Protection Dist.	St. Louis City	Certified Technician
Scott	Marcee	Mehlville Fire Protection District	St. Louis City	Certified Technician
Jeanette	Mattingly	St. Louis Children's Hospital	St. Louis City	Certified Technician
Patricia	McGee	--	St. Louis City	Certified Technician
Tina	Mecey	Mehlville Fire Protection District	St. Louis City	Certified Technician
Tim	Metze	Mehlville Fire Protection District	St. Louis City	Certified Technician
Brandon	Meyer	Mehlville Fire Protection District	St. Louis City	Certified Technician
Linda	Montgomery	Shriners Hospitals for Children	St. Louis City	Certified Technician
Alex	Noguera	Mehlville Fire Protection Distric	St. Louis City	Certified Technician
Mike	Norris	Mehlville Fire Protection District	St. Louis City	Certified Technician
Patrick	O'Brien	Mehlville Fire Protection District	St. Louis City	Certified Technician
Jordan	Porter	Kirkwood Fire Department	St. Louis City	Certified Technician
Melissa	Pounds	Shriners Hospitals For Children	St. Louis City	Certified Technician
Christina	Roberts	St. Children's Hospital	St. Louis City	Certified Technician
Matt	Runge	Mehlville Fire Protection District	St. Louis City	Certified Technician
Kevin	Saak	Olivette Fire Department	St. Louis City	Certified Technician
Ashley	Schaefer		St. Louis City	Certified Technician
Jason	Schenimann	Mehlville Fire Protection District	St. Louis City	Certified Technician
Mary	Schnetzer	Parenting Resources	St. Louis City	Certified Technician
Edward	Scognamiglio	Mehlville Fire Protection District	St. Louis City	Certified Technician
Stacy	Sedlack	Stacy Sedlack	St. Louis City	Certified Technician
William	Seeger	Olivette Fire Department	St. Louis City	Certified Technician
Sarah	Smith	Cotton Babies	St. Louis City	Certified Technician
Suzanne	Stahlman	Maplewood Fire Department	St. Louis City	Certified Technician
Jonathon	Stark	Mehlville Fire Protection District	St. Louis City	Certified Technician
Christa	Stauder	Mercy Children's Hospital	St. Louis City	Certified Technician
Brent	Stenslokken	Mehlville Fire Protection District	St. Louis City	Certified Technician
Stephen	Stockwell		St. Louis City	Certified Technician
Bridget	Stone	St. Louis Children's Hospital	St. Louis City	Certified Technician
Caitlyn	Struckhoff	Olivette Fire Department	St. Louis City	Certified Technician
Chris	Swan	Olivette Fire Department	St. Louis City	Certified Technician
Lisa	Taylor		St. Louis City	Certified Technician
Rita	Taylor	St. Louis Children's Hospital	St. Louis City	Certified Technician

Alex	Tierney	Shriners Hospitals for Children	St. Louis City	Certified Technician
Jeffrey	Tobin	Clayton Fire Department	St. Louis City	Certified Technician
Eric	Traylor	Mehlville Fire Protection District	St. Louis City	Certified Technician
Wendy	Tunnell	Shriners Hospital for Children-St. Louis	St. Louis City	Certified Technician
Tom	Viviano	Mehlville Fire Protection District	St. Louis City	Certified Technician
Michael	Watson		St. Louis City	Certified Technician
Linda	Wenger	st. Mary's Health center	St. Louis City	Certified Technician
Brad	Wideman	Mehlville Fire Protection District	St. Louis City	Certified Technician
Jill	Wiethuchter	St. Louis Children's Hospital	St. Louis City	Certified Technician
Scott	Willbanks	Shrewsbury Fire Department	St. Louis City	Certified Technician
Desiree	Williams	St. Louis Children's Hospital	St. Louis City	Certified Technician
Joseph	Winkler	City of St. Louis	St. Louis City	Certified Technician
Lori	Winkler	SSM Cardinal Glennon Children's Medical Center	St. Louis City	Certified Technician
Lisa	Wolf	self	St. Louis City	Certified Technician
Casey	Wood	Kirkwood Fire Department	St. Louis City	Certified Technician
Rob	Wood	Mehlville Fire Protection District	St. Louis City	Certified Technician
Mike	Zacher	Mehlville Fire Protection District	St. Louis City	Certified Technician
Robert	BRENNEKE	ST. FRANCOIS COUNTY AMBULANCE DISTRICT	Ste. Genevieve	Certified Technician
Paula	Grass	Ste. Genevieve County Health Department	Ste. Genevieve	Certified Technician
TARA	JARRETT	STE GENEVIEVE COUNTY HEALTH DEPT	Ste. Genevieve	Certified Technician
Dawn	Sevier	Ste. genevieve county Ambulance district	Ste. Genevieve	Certified Technician
Kendall	Shrum	Ste Genevieve County Ambulance	Ste. Genevieve	Certified Technician
McKenna	Bell	Stoddard County Public Health Center	Stoddard	Certified Technician
Joshua	Benton	Dexter Police Department	Stoddard	Certified Technician
Don	Donner	Dexter Police Department	Stoddard	Certified Technician
Charlotte	Hobbs	Stoddard County Public Health Center	Stoddard	Certified Technician
Jami	Gunn	Stone County Health Department	Stone	Certified Technician
Amy	Higgins	Stone County Health Department	Stone	Certified Technician
Leanne	Newman	Stone County Health Department	Stone	Certified Technician
Cessi	Pritchert	Stone County Health Department	Stone	Certified Technician
Monica	Spittler	Stone County Health Dept	Stone	Certified Technician
Steven	Barnett	Cox Health	Taney	Certified Technician
SHAWN	DAVIS	ANY BODYS GARAGE	Taney	Certified Technician
Mark	Harper	Self	Taney	Certified Technician
Delesa	Harrison	Taney County Health Department	Taney	Certified Technician

Kristi	Kooistra	Taney county health dept	Taney	Certified Technician
Karen	Moody	Taney County Health Department	Taney	Certified Technician
Jo	Sanchez	Taney County Health Department	Taney	Certified Technician
Leslie	Stricklin	Taney County Health Dept	Taney	Certified Technician
leslie	venable	Taney County Health Department	Taney	Certified Technician
Cheryl	Weston		Taney	Certified Technician
Kristen	Kitsmiller		Vernon	Certified Technician
Tasha	Triplett	Vernon County Health Department	Vernon	Certified Technician
Michael	Combs	Wright City Fire Protection District	Warren	Certified Technician
Rachel	Delles		Warren	Certified Technician
Kevin	Hakenewerth	Wright City Fire Protection District	Warren	Certified Technician
Michael	Holtmeier	Wright City Fire Protection District	Warren	Certified Technician
John	Lacaillade	Wright City Fire Protection District	Warren	Certified Technician
Jesse	McCoy	Wright City Fire Protection District	Warren	Certified Technician
Joshua	Riebe	Wright City Fire Protection District	Warren	Certified Technician
Amber	Sulin		Warren	Certified Technician
Kelly	Sexton-Alfaro	Washington County Community Partnership	Washington	Certified Technician
Crystal	Epley	Wayne County Health Center	Wayne	Certified Technician
Jim	Clarke	Logan-Rogersville FPD	Webster	Certified Technician
Robin	Coday	Webster County Health Unit	Webster	Certified Technician
MARTHA	GEHRKE	Webster County Health Unit WIC	Webster	Certified Technician
Gary	Helvey	Cox Health EMS	Webster	Certified Technician
Cadee	Howey		Webster	Certified Technician
Kay	Kincannon		Webster	Certified Technician
Kevin	Loveland	Logan-Rogersville Fire Protection District	Webster	Certified Technician
Marsha	Stoll	webster county health unit	Webster	Certified Technician
Robert	Talburt	Logan-Rogersville Fire Protection District	Webster	Certified Technician
Courtnie	Glenn	Wright County Health Department	Wright	Certified Technician
Justine	Worley	Pettis County Health Center	Pettis	Instructor Candidate

MISSOURI
FY 2018 Application

Section 405(c)

Information System Improvements Grant
(23 CFR § 1300.22)

State of Missouri Strategic Plan

For the Improvement of
The State Traffic Information System

By The Missouri Traffic Records Coordinating Committee

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Table of Contents

NOTE: **Federal Register Rules and Regulation Requirements are identified in Table of Contents with BOLD indicators.**

23 CFR 1300.22 9b)(1) FAST ACT, Section 405(c)

State Traffic Safety Information System Improvements

Appendix D Part 2

State Traffic Safety Information System Improvement Grant Introduction: The purpose of this grant is to support State's efforts to improve data systems needed to assist in identifying priorities for Federal, State, and local highway traffic safety programs. The grant assists in linking intrastate data systems, and to improve the compatibility and interoperability of these data systems and the data systems of other States for highway safety purposes. This grant provides additional funding for Missouri which allows us to enhance our ability to analyze national trends in crash occurrences, rates, outcomes, and circumstances.

Creation of TRCC

MISSOURI COALITION FOR ROADWAY SAFETY

MEETING TITLE: MCRS Executive Committee

DATE: June 21, 2007

TIME: 10:00 a.m. - noon

LOCATION: Missouri State Highway Patrol, 1510 East Elm St., Jefferson City

MEMBERS (an X indicates the member was in attendance)

☒ Leanna Depue, Chairperson, MoDOT Highway Safety

☒ Melissa Black, MoDOT System Management

☐ Joseph Boyd, FMCSA

☒ Ron Breau, MO Motor Carriers

☒ Terry Butler, Missouri Safety Center

☐ Randy Cornell, Contract Freighters, Inc.

☐ Romell Cooks, NHTSA

☐ J.R. "Buddy" Davis, LETSAC

☐ Susan deCourcy, NHTSA

☒ Dale Findlay, Missouri Safety Council

☐ Mell Henderson, MARC

☐ Sandy Hentges, MoDOT System Management

☐ Don Hillis, MoDOT System Management

☐ Brad Jones, Missouri State Highway Patrol

☐ James Keathley, Missouri State Highway Patrol

☐ Kevin Keith, MoDOT

☐ Gary Lowe, Missouri Safety Center

☒ Allen Masuda, FHWA

☐ Nancy McAnaugh, DHSS

☐ Mike Right, AAA

☒ Angie Rolufs, University of Missouri-Rolla

☒ Trish Vincent, DOR

☒ Bill Whitfield, MoDOT Highway Safety Division

☐ Jim Wild, E-W Gateway Council of Governments

Others present:

Michael Briggs, MARC

Bill Coleman, FMCSA

Don Neumann, FHWA

Stephen Risse, MARC

Kathy Shikles, MoDOT Highway Safety

AGENDA TOPICS:

Welcome and Introductions

Review Subcommittee Status

2008 Blueprint Conference

Update on Motorcycle Safety Task Force

2007 Blueprint Funding

Process to Update Missouri's Blueprint for Safer Roadways

Suspended, Revoked and Unlicensed Task Force

Subcommittee Reports

KEY POINTS:

Welcome and Introductions

Leanna Depue welcomed all present.

2007 Blueprint Funding

Two million dollars will be given again this year to be used for Blueprint efforts. The Executive Committee received two requests for funding. The DWI Subcommittee requested approximately $75,000 for conducting an administrative review of the breath alcohol ignition interlock program. We've also had requests for additional training for first responders on the safest way to respond to crashes involving hybrid electric vehicles and vehicles with advanced airbag systems. After discussion, a motion made by Dale Findlay and seconded by Trish Vincent passed dividing the two million dollars up as follows:

- $800,000 – Implementation funds to the regions
- $200,000 – Executive Committee (funding for administrative review of the breath alcohol ignition interlock program and hybrid electric vehicles and vehicles with advanced airbag systems.)
- $600,000 – Statewide Public Information initiatives
- $400,000 – Public Information funds to the regions

Review of Subcommittee Status

- Commercial Motor Vehicle – Active. Randy Cornell of Joplin in chairperson. They need to come up with bulleted subcommittee responsibilities.
- Impaired Driving Subcommittee (formerly DWI Subcommittee) – Active. Membership may need to be expanded. A motion was made by Trish Vincent and seconded by Dale

Findlay to change the name of the DWI Subcommittee to Impaired Driving Subcommittee. Motion passed.

- Enforcement Subcommittee – Active. Bill Whitfield is currently chairperson but has accepted another position at Highway Safety. Will need to find replacement.
- Traffic Records Coordinating Committee (formerly Evaluation Subcommittee) – Active. It was proposed that the Evaluation Subcommittee and the Traffic Records Coordinating Committee be combined and their focus be expanded. Leanna talked with Randy Silvey and Brad Jones about this. Ron Breau made a motion and Trish Vincent seconded that the Evaluation Subcommittee be renamed to Traffic Records Coordinating Subcommittee and that they be charged with developing a plan for improvement of record keeping systems in the state of Missouri. Motion approved.
- Judicial Subcommittee – Inactive. Trish Vincent made a motion, which was seconded by Allen Masuda to eliminate this subcommittee and transfer tasks to other subcommittees. Motion approved. The Enforcement Subcommittee will get the responsibility of reviewing case law end provide updates as appropriate and monitor sentencing trends and issues. The Impaired Driving Subcommittee will get the responsibility of tracking the expansion and activities of DWI courts and assisting with the promotion of court monitoring.
- Legislative Subcommittee – Active
- Public Information Subcommittee – Active
- Roadway Infrastructure Subcommittee – Active. Angela Rolufs of University of Missouri-Rolla is chairperson. They need to come up with bulleted subcommittee responsibilities.
- Strategic Planning and Implementation Subcommittee – Active

Process to Update Blueprint

The current Blueprint was completed in November 2004. We need to begin the process of updating the Blueprint. The Public Information Subcommittee wants to be heavily involved. Leanna requested working with the regional coalitions to hold open forums in each of the regions to get input on the Blueprint prior to revising it. Michael Briggs also suggested working with the MPOs and Regional Councils. Leanna suggested asking the regional coalitions to schedule them this fall. Leanna will try to attend all of them but would like members of the Executive Committee to try to attend at least one of them. Michael Briggs made a motion and Ron Breau seconded that we ask the regions to hold forums or a public type meeting to support the concept or get input to updating the Blueprint. Motion approved.

2008 Blueprint Conference

Dale Findlay made a motion and Bill Coleman seconded that we host a 2008 Blueprint Conference. Motion passed. We need to form a working group to address the development of

the 2008 Blueprint Conference. Don Neumann agreed to lead the charge and Trish Vincent said she would assist.

Suspended, Revoked and Unlicensed Task Force

Trish Vincent said that last year Sen. Stouffer introduced legislation regarding driving while suspended and revoked. Another state uses a different color of license plates to make it easier for law enforcement to identify DWI offenders. This could be expanded to suspended and revoked drivers. The Department of Revenue is trying to find a tool to assist law enforcement to keep these drivers off the road. Trish said they could possibly make the plate start with a specific letter. Dale Findlay made a motion and Ron Breau seconded that we form a task force to look at suspended and revoked drivers. Motion approved. Trish Vincent agreed to take the lead and put together a task force to address this issue. Bill Whitfield suggested that someone from the Law Enforcement Traffic Safety Advisory Council, Missouri Police Chiefs Association, and Missouri Sheriffs Association be included on this task force. Trish said they need some legal counsel on the task force as well.

Motorcycle Safety Task Force

The Motorcycle Safety Task Force has met and put together a proposal for expenditures of 2010 fund. They were allocated $100,000. Terry Butler reported on how the money will be spent.

Operation STOP

Operation STOP is a virtual web based memorial for Missouri people who have died in crashes. This website was created to give Missouri teenagers a place to learn from the mistakes or misfortunes of other teens. An individual developed this website. They manage the deaths that are reported to the Highway Patrol. We need to investigate this website further before linking it to our site. The website is http://www.operationstop.com.

Resource Guide on Highway Safety Training

Terry Butler agreed to chair a working group to look at potential development of a resource guide for highway safety training in the state. Angie Rolufs agreed to assist.

Subcommittee Reports

Enforcement Subcommittee – Bill Whitfield

Waiting for numbers on the Click It or Ticket, Pickup Truck and youth initiative. Click It or Ticket focused in 20 counties. We contracted with 120 agencies and the Missouri State Highway Patrol. Bill said they met with the agencies personally for the Click It and Ticket and Pickup Truck projects. Earned media events were scheduled along with paid media. The law

enforcement participation was up from last year. We rolled out a new reporting web based system. By the next meeting, Bill will be able to report the seat belt usage rate.

Bill Whitfield is the new MCSAP program assistance coordinator. We need to look at getting another chairperson for the Enforcement Subcommittee.

Legislative Subcommittee – Dale Findlay
Even though primary seat belt legislation did not pass this year, Dale thanked everyone for working so hard. Dale hoped there was no discouragement. Dale is not sure who'll be our sponsor next year. They'll be meeting to look at the primary seat belt issue again to come up with recommendations for next year. We saved the motorcycle helmet law and motor vehicle inspection program.

Legislation was passed that contains an emergency clause on the provisions regarding the use a nonalcoholic antiseptic for cleansing the skin prior to drawing blood for determining alcohol content of the blood.

Public Information Subcommittee – Melissa Black
Child Passenger Safety
- National Child Passenger Safety Week was February 11-17
- Used radio, TV, pump toppers, posters
- Materials all online
- Press event around the state
- Child Passenger Safety week is being moved to September

Never Made It Teen Safety Belt Campaign
- Radio, TV, Internet, Theaters
- February 19 – March 12
- Materials all online
- March 1 – 16 enforcement efforts

Work Zone Safety Awareness
- April 2-6 Work zone Awareness
- Radio, TV, Billboards
- Press event

Primary Safety Belt

- Helped with rallies, materials, press materials, etc.

Buckle Up in Your Truck Campaign
- April 29 – May 12
- TV, radio, materials all online
- Hangtags
- Press events around the state – shared event with Kansas in May at Ford Plant and shared some media as well (also District 6)

Click It or Ticket
- May 13 – June 2
- TV, radio, materials all online, added additional funds from 07 budget to strengthen this effort
- Seat belt survey was June 4
- Press events around the state

Battle of the Belt
- Sent reminders to schools for upcoming contest, which was changed to run September 6 – December 31 to give them more flexibility
- Added the private schools, along with public
- Already have some of the funding for prizes from Shelter
- Added the video content element to the competition – so this will be an additional prize

Budget
- Tallied final 07 budget
- Planned for 08 spending
- Asked regions for the 07 reports by July 1, 08 plans by August 1

Updating Marketing Plan
- Currently resend or put on the Web soon

Ad Agency RFP
- New agency chosen through OA, will be announced soon, any state agency

Coming Up
- Impaired Driving Crackdown – August 15 through September 3
- "Never Made It" campaign will run Sept. 07 through Oct. 07
- Impaired Driving campaign will run November 07 through December 07
- "Operation Safe Teen" may possibly be moved to April 08

Website Update

Boost and Buckle T-shirts – State Fair and Child Passenger Safety Week in September. Each district will get some T-shirts. Trish said daycares would be a good place. T-shirts came from another funding source because we passed the law.

Infrastructure Subcommittee - Angie Rolufs
Working on the following:
- Roadway Safety Audit - interested in putting back in state. Big push in LTAP community. Simple brochure of what is a roadway safety audit and why do we want to have it in our community.
- Roundabout Awareness - Working with Brian and giving pitch on roundabouts for RPCs. MoDOT has some brochures.
- LTAP - working with District 10 on pilot training on EMS and guard cable
- Working on LED traffic lighting – saves money and easier to see. Working with Springfield and Rolla on putting those in place.

Commercial Motor Vehicle Subcommittee – Ron Breau
- Had an organizational session.
- Obtained data from Brian on CMV and accidents to start reviewing.
- Randy Cornell is thinking of having a conference call meeting next week.

Other issues:
Allen Masuda suggested having future Executive Committee meetings in a location that is capable of connecting by telephone for those who cannot attend.

MEMORANDUM

Missouri Department of Transportation

Highway Safety Division

2211 St. Mary's Blvd., P. O. Box 270

Jefferson City, MO 65102

(573) 751-4161 or (800) 800-BELT

Fax (573) 634-5977

State Traffic Safety Information System Improvement Grant
Section 408

State of Missouri

TO: Romell Cooks, Regional Administrator

           Region 7, NHTSA

FROM: Pete Rahn, Director and Governor's Representative

           Missouri Department of Transportation

SUBJECT: Grant Application – Section 408

DATE:

I certify that:

The State of Missouri has established a Traffic Records Coordinating Committee (TRCC) and that the Committee has oversight responsibility for the implementation of the State of Missouri's Traffic Records Strategic Plan. The Committee's membership list is included within this application.

A copy of the State of Missouri's multiyear highway safety data and traffic records Strategic Plan is included.

The State of Missouri has adopted and is using the MMUCC data elements. The State has also signed a Memo of Agreement with the National Highway Traffic Safety Administration (NHTSA) to adopt and use NEMSIS data elements.

The State of Missouri will make available or submit to NHTSA its Strategic Plan and documentation of the TRCC's membership, organization, and authority.

The State of Missouri will use Section 408 funds only to evaluate, improve, and link its highway safety data and traffic records system in accordance with eligible use detailed in 23 U.S.C. 408.

Section 408 funds received by the State of Missouri will be administered in accordance with 49 CFR Part 18.

The State of Missouri will maintain its aggregate expenditures from all other sources for highway safety data programs at or above the average level of such expenditures maintained by the State in FY 2003 and FY 2004.

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

Vision Statement

Missouri is building a comprehensive traffic records system, with maximal use of automated field data collection software, error correction at the point of collection, electronic data sharing between the field and central databases, vastly increased data integration, and access for all legitimate users. This long-term vision includes creation of merged datasets, redaction of personal identifiers, and accessible via online analytic tools or through staff dedicated to assisting users. These resources will be housed within the various custodial agencies but made accessible for legitimate users through password-secured websites.

Missouri's traffic records system will work towards a formal data quality program with performance indicators for each of the six core system areas. The quality control program will be based on data quality measurements developed in cooperation with the custodial agencies responsible for each major database. The indicators used by the systems' managers to monitor day-to-day performance will "roll up" to user-oriented indicators available in monthly and annual summaries. The TRCC will work with the custodial agencies to develop and maintain the data quality reporting function.

Goal

To move forward in upgrading and integrating the data systems used to conduct safety analyses in the State.

Objectives

Crash System

1) To reduce the number of days from the crash date to the date the crash report is entered into the database to less than thirty (30) days (C-T-1).
2) To have 50% of the crash reports entered into the database within thirty (30) days after the crash (C-T-2).

Vehicle System

<None>

Driver System

<See Citation/ Adjudication

Roadway System

<None>

Citation/Adjudication System

1) To reduce the number of days from the date of the citation disposition to the date the disposition is reported to the driver license system database to seven (7) days (C/A-T-

EMS/Injury Surveillance

1) To reduce the number of days from the date of an EMS run to the date when the EMS patient care report is entered into the database to thirty (30) days (I-T-1).

1 (ii)

Missouri State Traffic Records Coordinator

Mandy Kliethermes
Senior System Management Specialist
MoDOT, Traffic & Highway Safety Division
Office (573) 751-5434
Fax (573) 634-5977
Mandy.Kliethermes@modot.mo.gov

1 (iii) TRCC Membership/Organization/Function of TRCC

Chair of the Traffic Records Coordinating Committee

Captain Kyle Marquart – **Crash System**
Director, Traffic Records Division
Missouri State Highway Patrol
Office (573) 526-6123
Traffic Records Coordinator

Mandy Kliethermes – **Roadway System**
Senior System Management Specialist
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Brent Forgey – **Local User**
Dare Officer
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Capt. Mike Williams – **Local User**
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1 (i)

Traffic Records Coordinating Committee

Meeting Schedule

July 21, 2016

August 18, 2016

September 15, 2016

October 20, 2016

November 17, 2016

January 19, 2017

February 16, 2017

March 16, 2017

April 20, 2017

June 15, 2017

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TRCC Strategic Plan Approval
Missouri Department of Health and Senior Services

We, the members of the Traffic Records Coordinating Committee, have reviewed and approve of the Missouri Strategic Plan for submission to the National Highway Traffic Safety Administration for the purposes of Section 405C funding application.

Approval of this plan submission by the Missouri Department of Health and Senior Services:
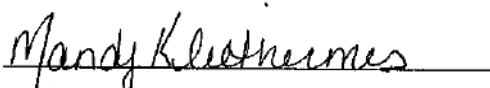
Terry Ellsworth

TRCC Strategic Plan Approval
Missouri Department of Transportation

We, the members of the Traffic Records Coordinating Committee, have reviewed and approve of the Missouri Strategic Plan for submission to the National Highway Traffic Safety Administration for the purposes of Section 405C funding application.

Approval of this plan submission by the Missouri Department of Transportation:

Mandy Kliethermes

Mandy Kliethermes
Senior System Management Specialist
MoDOT, Traffic and Highway Safety Division

TRCC Strategic Plan Approval
Office of the State Courts Administrator

We, the members of the Traffic Records Coordinating Committee, have reviewed and approve of the Missouri Strategic Plan for submission to the National Highway Traffic Safety Administration for the purposes of Section 405C funding application.
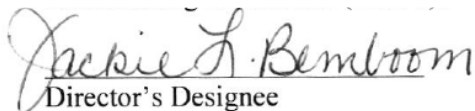
Approval of this plan submission by the Missouri State Courts Administrator:

_____
Director's Designee

Kylie Young

TRCC Strategic Plan Approval
Missouri Department of Revenue

We, the members of the Traffic Records Coordinating Committee, have reviewed and approve of the Missouri Strategic Plan for submission to the National Highway Traffic Safety Administration for the purposes of Section 405C funding application.

Approval of this plan submission by the Missouri Department of Revenue:

Jackie L. Bemboom
Director's Designee

Jackie L. Bemboom

TRCC Strategic Plan Approval
Missouri State Highway Patrol

We, the members of the Traffic Records Coordinating Committee, have reviewed and approve of the Missouri Strategic Plan for submission to the National Highway Traffic Safety Administration for the purposes of Section 405C funding application.

Approval of this plan submission by the Missouri State Highway Patrol:

Director's Designee

Captain Kyle Marquart

Memo of Understanding

To: Randall W. Williams, MD, Director
            Missouri Department of Health and Senior Services

From: Bill Whitfield
            Highway Safety Director, Traffic and Highway Safety Division, MoDOT

Date: April 20, 2017

Subject: Missouri Strategic Plan for Traffic Records Data FY18

New funding provisions established in the Fixing America's Surface Transportation Act (Fast Act) has reemphasized the need for timely, accurate, complete, uniform, integrated and accessible highway safety data and traffic records systems. With the Missouri Strategic Plan for Highway Safety Information Systems, new objectives are being formulated to achieve the goal identified within the plan. That goal is to develop a coordinated statewide traffic records data system that is integrated, readily accessible and supplies complete, accurate, uniform, and timely traffic information to all users.

To achieve this goal, it is important that the Director of Revenue, Director of the Department of Transportation, the Court Administrator of the Office of State Court Administrators, Director of the Department of Health and Senior Services, the Traffic and Highway Safety Division Director, and the Superintendent of the Missouri State Highway Patrol (or their designated representative) to participate in the Statewide Traffic Records Coordinating Committee (STRCC). The STRCC must have multidisciplinary membership and include, among others, owners, operators, collectors and users of traffic records and public health and injury control data systems in order to advance traffic records data systems in Missouri.

Objectives of the Committee

- To provide leadership and support to ensure that traffic records data is readily accessible to users, timely, accurate, complete, uniform, and in compliance with the Missouri Strategic Plan.

- Continue the Statewide Traffic Records Advisory Committee (STRAC) as a means to forge partnerships, assure that all constituents with a stake in injury/crash reporting are

represented and provide effective access, integration, and linking of all appropriate files. This committee will continue to update and revise the Missouri Strategic Plan.

- Efforts need to be made by the STRAC to inform the STRCC about the importance of the traffic records improvement endeavor and to enlist their support in its accomplishment.

Funding

Funds made available from the National Highway Traffic Safety Administration (NHTSA) by provisions of Fast Act (Section 405c) to the State of Missouri will be utilized to assist agencies in improvements of traffic records data systems. Budget items listed within the Missouri Strategic Plan for Highway Safety Information Systems do not commit any agency to expenditures or personnel, but rather as assistance to the participating agencies.

Role of the STRCC

The STRCC have specific review and approval authority with respect to our State's highway safety data and traffic records systems and technologies used to keep such systems current. They also review changes to those systems before changes are implemented. This oversight is vital to the effectiveness of the committee.

The committee will:

a) include representatives from highway safety, highway infrastructure, law enforcement and adjudication officials, and public health, emergency medical services (EMS), injury control, driver licensing, motor vehicle, and motor carrier agencies and organizations;
b) have authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented;
c) provide a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and organization in the State that create, maintain, and use highway safety data and traffic records;
d) consider and coordinate the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records system;
e) represent the interests of the agencies and organizations within the traffic records system to outside organizations;
f) review and evaluate new technologies to keep the highway safety data and traffic records systems up-to-date;
g) improve the State's traffic records data system; and
h) annually approve the membership of the TRCC, the TRCC coordinator, and the Missouri Strategic Plan.

AGREEMENT TO PARTICIPATE

This agency agrees to be a participant in the statewide traffic records data system. The director, or designee, agrees to participate as a member of the Statewide Traffic Records Coordinating Committee. This agreement does not bind or restrict the agency to any financial or manpower requirement but reflects the agencies commitment to the Missouri Strategic Plan for Highway Safety Information Systems.

_____
Randall W. Williams, MD
Director

_____5/24/17_____
Date

I hereby designate Terry Ellsworth as my representative on the Traffic Records Coordinating Committee (TRCC).

_____
Director's Designee

_____5-25-17_____
Date

Memo of Understanding

To: Patrick McKenna, Director
                    Missouri Department of Transportation

From: Bill Whitfield
                    Highway Safety Director, Traffic and Highway Safety Division, MoDOT

Date: April 20, 2017

Subject: Missouri Strategic Plan for Traffic Records Data FY18

New funding provisions established in the Fixing America's Surface Transportation Act (Fast Act) has reemphasized the need for timely, accurate, complete, uniform, integrated and accessible highway safety data and traffic records systems. With the Missouri Strategic Plan for Highway Safety Information Systems, new objectives are being formulated to achieve the goal identified within the plan. That goal is to develop a coordinated statewide traffic records data system that is integrated, readily accessible and supplies complete, accurate, uniform, and timely traffic information to all users.

To achieve this goal, it is important that the Director of Revenue, Director of the Department of Transportation, the Court Administrator of the Office of State Court Administrators, Director of the Department of Health and Senior Services, the Traffic and Highway Safety Division Director, and the Superintendent of the Missouri State Highway Patrol (or their designated representative) to participate in the Statewide Traffic Records Coordinating Committee (STRCC). The STRCC must have multidisciplinary membership and include, among others, owners, operators, collectors and users of traffic records and public health and injury control data systems in order to advance traffic records data systems in Missouri.

Objectives of the Committee

- To provide leadership and support to ensure that traffic records data is readily accessible to users, timely, accurate, complete, uniform, and in compliance with the Missouri Strategic Plan.

- Continue the Statewide Traffic Records Advisory Committee (STRAC) as a means to forge partnerships, assure that all constituents with a stake in injury/crash reporting are

represented and provide effective access, integration, and linking of all appropriate files. This committee will continue to update and revise the Missouri Strategic Plan.

- Efforts need to be made by the STRAC to inform the STRCC about the importance of the traffic records improvement endeavor and to enlist their support in its accomplishment.

Funding

Funds made available from the National Highway Traffic Safety Administration (NHTSA) by provisions in the Fast Act (Section 405c) to the State of Missouri will be utilized to assist agencies in improvements of traffic records data systems. Budget items listed within the Missouri Strategic Plan for Highway Safety Information Systems do not commit any agency to expenditures or personnel, but rather as assistance to the participating agencies.

Role of the STRCC

The STRCC have specific review and approval authority with respect to our State's highway safety data and traffic records systems and technologies used to keep such systems current. They also review changes to those systems before changes are implemented. This oversight is vital to the effectiveness of the committee.

The committee will:

a) include representatives from highway safety, highway infrastructure, law enforcement and adjudication officials, and public health, emergency medical services (EMS), injury control, driver licensing, motor vehicle, and motor carrier agencies and organizations;
b) have authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented;
c) provide a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and organization in the State that create, maintain, and use highway safety data and traffic records;
d) consider and coordinate the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records system;
e) represent the interests of the agencies and organizations within the traffic records system to outside organizations;
f) review and evaluate new technologies to keep the highway safety data and traffic records systems up-to-date;
g) improve the State's traffic records data system; and
h) annually approve the membership of the TRCC, the TRCC coordinator, and the Missouri Strategic Plan.

AGREEMENT TO PARTICIPATE

This agency agrees to be a participant in the statewide traffic records data system. The director, or designee, agrees to participate as a member of the Statewide Traffic Records Coordinating Committee. This agreement does not bind or restrict the agency to any financial or manpower requirement but reflects the agencies commitment to the Missouri Strategic Plan for Highway Safety Information Systems.

Patrick McKenna
Director

5·31·2017
Date

I hereby designate the following as my representatives on the Traffic Records Coordinating Committee (TRCC).

Bill Whitfield, Highway Safety Director

Scott Jones, Highway Safety Administrator

Mandy Kliethermes, System Management Specialist (Traffic Records Coordinator)

John Miller, Traffic Safety Engineer

Myrna Tucker, Transportation Management System Administrator

Memo of Understanding

To: Kathy Lloyd, State Courts Administrator
Missouri Office of State Courts Administrator

From: Bill Whitfield
Highway Safety Director, Traffic and Highway Safety Division, MoDOT

Date: April 20, 2017

Subject: Missouri Strategic Plan for Traffic Records Data FY18

New funding provisions established in the Fixing America's Surface Transportation Act (Fast Act) has reemphasized the need for timely, accurate, complete, uniform, integrated and accessible highway safety data and traffic records systems. With the Missouri Strategic Plan for Highway Safety Information Systems, new objectives are being formulated to achieve the goal identified within the plan. That goal is to develop a coordinated statewide traffic records data system that is integrated, readily accessible and supplies complete, accurate, uniform, and timely traffic information to all users.

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represented and provide effective access, integration, and linking of all appropriate files. This committee will continue to update and revise the Missouri Strategic Plan.

- Efforts need to be made by the STRAC to inform the STRCC about the importance of the traffic records improvement endeavor and to enlist their support in its accomplishment.

Funding

Funds made available from the National Highway Traffic Safety Administration (NHTSA) by provisions in the Fast Act (Section 405c) to the State of Missouri will be utilized to assist agencies in improvements of traffic records data systems. Budget items listed within the Missouri Strategic Plan for Highway Safety Information Systems do not commit any agency to expenditures or personnel, but rather as assistance to the participating agencies.

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g) improve the State's traffic records data system; and
h) annually approve the membership of the TRCC, the TRCC coordinator, and the Missouri Strategic Plan.
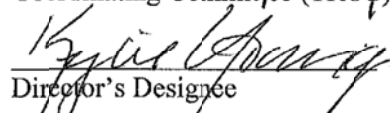
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_____   4-24-2017
Kathy Lloyd   Date
State Courts Administrator

I hereby designate _Kylie Young_ as my representative on the Traffic Records Coordinating Committee (TRCC).

_____   4/26/17
Director's Designee   Date

Memo of Understanding

To: Joel Walters, Director
Missouri Department of Revenue

From: Bill Whitfield
Highway Safety Director, Traffic and Highway Safety Division, MoDOT

Date: April 20, 2017

Subject: Missouri Strategic Plan for Traffic Records Data FY18

New funding provisions established in the Fixing America's Surface Transportation Act (Fast Act) has reemphasized the need for timely, accurate, complete, uniform, integrated and accessible highway safety data and traffic records systems. With the Missouri Strategic Plan for Highway Safety Information Systems, new objectives are being formulated to achieve the goal identified within the plan. That goal is to develop a coordinated statewide traffic records data system that is integrated, readily accessible and supplies complete, accurate, uniform, and timely traffic information to all users.

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- Efforts need to be made by the STRAC to inform the STRCC about the importance of the traffic records improvement endeavor and to enlist their support in its accomplishment.

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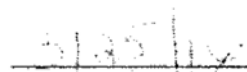
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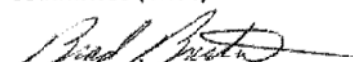h) annually approve the membership of the TRCC, the TRCC coordinator, and the Missouri Strategic Plan.
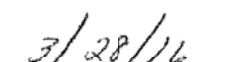
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_____   _____
Nia Ray   Date
Director

I hereby designate _Brad Beasley_ as my representative on the Traffic Records Coordinating Committee (TRCC).

_____   3/28/16
Director's Designee   Date

Memo of Understanding

To: Colonel Bret Johnson
                  Missouri State Highway Patrol

From: Bill Whitfield
                  Highway Safety Director, Traffic and Highway Safety Division, MoDOT

Date: March 15, 2016

Subject: Missouri Strategic Plan for Traffic Records Data FY17

New funding provisions established in the Fixing America's Surface Transportation Act (Fast Act) has reemphasized the need for timely, accurate, complete, uniform, integrated and accessible highway safety data and traffic records systems. With the Missouri Strategic Plan for Highway Safety Information Systems, new objectives are being formulated to achieve the goal identified within the plan. That goal is to develop a coordinated statewide traffic records data system that is integrated, readily accessible and supplies complete, accurate, uniform, and timely traffic information to all users.

To achieve this goal, it is important that the Director of Revenue, Director of the Department of Transportation, the Court Administrator of the Office of State Court Administrators, Director of the Department of Health and Senior Services, the Traffic and Highway Safety Division Director, and the Superintendent of the Missouri State Highway Patrol (or their designated representative) to participate in the Statewide Traffic Records Coordinating Committee (STRCC). The STRCC must have multidisciplinary membership and include, among others, owners, operators, collectors and users of traffic records and public health and injury control data systems in order to advance traffic records data systems in Missouri.

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g) improve the State's traffic records data system; and
h) annually approve the membership of the TRCC, the TRCC coordinator, and the Missouri Strategic Plan.

AGREEMENT TO PARTICIPATE

This agency agrees to be a participant in the statewide traffic records data system. The director, or designee, agrees to participate as a member of the Statewide Traffic Records Coordinating Committee. This agreement does not bind or restrict the agency to any financial or manpower requirement but reflects the agencies commitment to the Missouri Strategic Plan for Highway Safety Information Systems.

Sandra K. Karsten
Colonel Sandra K. Karsten

_04-27-17_
Date

I hereby designate _Kyle Marquart_ as my representative on the Traffic Records Coordinating Committee (TRCC).

Kyle Marquart
Director's Designee

_4/20/17_
Date

Authority and Structure of TRCC

The Traffic Records Coordinating Committee was established by the Missouri Commission for Roadway Safety. The coordinating committee has authority given to it by the governor's representative to review any of the State's highway safety data and traffic records systems, to review changes to those systems before changes are implemented, and to develop, maintain, and approve the State's Traffic Records Information System's Strategic Plan. The committee consists of a multidisciplinary membership that includes, among others, owners, operators, collectors and users of traffic records and public health and injury control data systems, highway safety, highway infrastructure, law enforcement and adjudication officials, and public health, emergency medical services (EMS), injury control, driver licensing and motor agencies and organizations. The diversity of this oversight is vital to the effectiveness of the committee. The Traffic Records Coordinating Committee reviews its membership annually to ensure that there is a diverse atmosphere in the committee as well as approve the TRCC coordinator. The committee has the authority to change the State's multi-year Strategic Plan as well as the performance measures used to demonstrate the quantitative progress. The TRCC is comprised of the directors and/or their designees of the following agencies:

Missouri Department of Transportation

Missouri Department of Transportation – Highway Safety Division

Missouri Department of Transportation - MCSAP

Missouri State Highway Patrol

Missouri Department of Revenue

Missouri Department of Health and Social Services

Missouri Office of State Courts Administrator

Federal Motor Carrier Safety Administration

National Highway Traffic Safety Administration

Federal Highway Administration

Mid-America Regional Council (Municipal Planning Office)

St. Louis County Police Department

Nixa Police Department

Lee's Summit Police Department

Sikeston Department of Public Safety

Cole County

City of Columbia

Statement of TRCC Operation and Function Status

The TRCC provides a forum for the discussion of highway safety data and traffic records issues and reports on any such issues to the agencies and organizations in the State that create, maintain, and use highway safety data and traffic records. It considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records systems, and represents the interests of the agencies and organizations within the traffic records system to outside organizations. The TRCC also reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date in order to improve the State's traffic records data system. The traffic records strategic plan is coordinated with the state strategic highway safety plan to ensure both plans are executed efficiently.

The TRCC normally meets every third Thursday on a monthly basis. The committee has revised the Missouri Strategic Plan that is based upon the NHTSA Model of Performance Measures to accommodate and reflect measurements to show progress in each of the core systems.

The State of Missouri has adopted and is using the MMUCC data elements. A review of the elements used was recently completed. Missouri has also signed a Memo of Agreement with the National Highway Traffic Safety Administration to adopt and use of NEMSIS data elements.

MMUCC Changes

The revised Missouri Uniform Accident Report was implemented on January 1, 2012 and all the local law enforcement agencies in the state seem well receptive to the new report. The revised form collects ten (10) additional fully compliant MMUCC data elements.

FY 2017 Executive Summary

Crash System

Contract #17-M3DA-04-009 LETS Sustainment and Enhancements

With over 159 law enforcement agencies in the state using LETS and submitting their crash reporting, citations and warning data, this contract fully supports the continued service. The current 15+ year old service platform continues to be a popular and efficient means of collecting and sharing crash report data for Missouri Law Enforcement. The technical maintenance issues and selected user base requests for change have been documented into a project proposal and approved by the project sponsor. A viable web based crash diagraming software solution has been integrated into the online platform. These functional improvements and the integration of crash scene diagramming software into LETS has assisted in local support savings, hosting service delivery efficiencies, and service improvement benefits for officers, from the technologies employed. Funds for this project will be expended by September 30, 2017.

Contract #17-M3DA-04-012 Traffic Records Data Improvement

Utilizing this grant we are continuing to contract with vendors in FY17 to create interfaces with STARS and JIS to improve e-crash and e-citation submission. We also worked with other state agencies and provided funding to attend advanced training in the traffic records arena.

Contract # 17-M3DA-04-018 (STARS)/FARS Support

The STARS/FARS Support grant will continue to allow Missouri to participate in the FARS program with the support of the TRCC. Considering NHTSA has decided not to host a FARS system-wide training conference, funding for FARS out-of-state travel is being shifted to other FARS-related expenses.

1. Secure federal funding in order for the MSHP to meet contract obligations with NHTSA to support the FARS. The funding will cover expenditures associated with costs such as office supplies and postage, in-state and out-of-state travel, and salary and fringe benefits for FARS analysts.

2. Secure federal funding in order for MSHP to meet our MOU obligation with MoDOT and cover the costs to complete the transition of the STARS from COOL: Gen

technology to .NET as well as additional STARS enhancements and knowledge transfer of consultants to MSHP information technology personnel on .NET technology. It is anticipated the funds awarded to this project will be expended by September 30, 2017.

<u>Contract # 17-M3DA-04-019 Statewide Traffic Accident Records (STARS)</u>

The STARS grant will assist Missouri in achieving timely, accurate, and complete data from law enforcement crash reports across the state. The STARS information is collected from both paper reports and electronic crash reports. The non-identifying data from these reports are used to design our highway safety plan and provided to the general public to keep them informed on vehicle crash concerns. It is anticipated the funds awarded to this project will be expended by September 30, 2017. The Missouri Highway Patrol plans to continue the following:

1. Continue administering the STARS program and timely collection and dissemination of motor vehicle crash data by improving, or at minimum maintaining, our current crash report processing levels.

2. Make sure certain law enforcement agencies are forwarding motor vehicle crash reports to the statewide repository for inclusion into the STARS by performing annual reviews of each agency's crash report count. Also, establish a dialogue with agencies that have failed to submit crash reports/data or underreported to the STARS.

3. Enhance Missouri law enforcement officers knowledge of the STARS motor vehicle crash classification/reporting requirements by either providing training seminars within approximately 100 miles (one way) of their jurisdiction, or regional-type training sessions.

4. Make certain, within two weeks from the date of their request, statewide coroners and medical examiners are supplied with the instruments necessary to collect specimens from motor vehicle fatality crash victims for testing of alcohol and/or drugs.

5. Secure contractual technical support in order to maintain the STARS, test and support interfaces between law enforcement record management systems and STARS, resolve any unexpected malfunctions that would negatively impact the system, and develop/implement necessary system enhancements.

6. Stay abreast of local, state, and national training seminars or information forums pertaining to traffic records issues, systems, programs, practices, etc. and if deemed beneficial, permit Patrol Records Division personnel to attend.

7. Make certain a sufficient supply of Missouri Uniform Crash Report forms, Missouri Uniform Crash Report Preparation Manual and related items are available for dissemination to statewide law enforcement personnel.

8. Complete processing of 2016 crash reports that note a fatal or serious injury code by May 15, 2017.

Contract # 17-M3DA-04-010 Electronic Records Adoption Improvement

This project is focused on the law enforcement agencies that currently do not have a software system to capture traffic crash data and submit to STARS. A liaison is being utilized to recruit agencies to adopt the Law Enforcement Traffic System, (LETS). The LETS system is an up-grade to a lot of current local systems and allows the agency to transfer crash reports directly to STARS. The liaison is also working with agencies to ensure their in compliance with the Driver Privacy Protection Act when signing up to utilize LETS and issuing crash reports. Funds for this project will be expended by September 30, 2017.

Contract # 17-M3DA-04-016 Predictive Analytical Crash Project

The Predictive Analytical Crash Project will seek out new remedies to assist in the process of bringing Missouri's fatal crash numbers down. The Missouri State Highway Patrol's (MSHP) Statistical Analysis Center (SAC) is poised to begin implementing a predictive crash project that will develop a statistical model that provides a risk score for a specific geographic area and at a certain time. This will enhance patrol allocation by being able to send officers to high risk areas to deter major crashes before they happen. The Missouri State Highway Patrol will strive to achieve the following objectives via this grant:

1. The SAC will obtain the necessary infrastructure and software to ensure proper implementation of the project is achieved.

2. The SAC will develop three predictive models, which includes a fatal crash, alcohol involved, and commercial motor-vehicle involved model.

3. MSHP and SAC personnel will develop reporting portals for officers, command staff, and other law enforcement agencies to view areas of risk for crashes in a specific geographic area.

Vehicle System

<None to report>

Driver System

(See Citation / Adjudication System discussion)

Roadway System

<None to report>

Citation / Adjudication System

Contract Number #17-M3DA-04-002 JIS Monitoring and Reporting

The Office of State Courts Administrator (OSCA) is requesting funding to improve the collection and management of traffic records, as well as increase the accuracy and timeliness of reporting disposition information by monitoring the electronic transmission of traffic-related conviction data from the courts to DOR and MSHP to determine if on-site assistance or training/instruction is required to increase the accuracy and timeliness of reporting.

Municipal courts that are not automated or on an automated system that does not submit data directly to the Department of Revenue are struggling with meeting the seven day requirement. Providing an interface and web-based reporting form would assist the municipal courts in ensuring the traffic data is reported timely. The remaining amount of funds is expected to be expended by September 30, 2017.

Contract Number #17-M3DA-04-020 Traffic Court Automated Program

The Office of States Courts Administrator is also asking for funding to produce the accounting module for the new traffic court system which will allow court clerks to be more efficient by disposing of traffic cases in one application. Being able to do all the case disposition activities in one application should make it more adopted by manual courts or courts with multiple applications. The remaining amount of funds is expected to be expended by September 30, 2017.

Contract Number #17-M3DA-04-004 Ballwin Police Department E-Citation

This project is a continuation of the software interface designed between the multiple electronic ticketing vendors and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. The St. Louis County Police Department, Lee's Summit, and Nixa Police Departments coordinated a model project provided by FY16 funding, which included the purchase of Toughbook tablets and the development of the interface software. When the interface was fully tested and determined to be working properly, it was provided at no cost to all city/county agencies utilizing the REJIS system, thereby creating a statewide interface between REJIS and state courts/prosecutors. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations. The remaining amount of funds is expected to be expended by September 30, 2017.

Contract Number #17-M3DA-04-001 Blue Springs Police Department E-Citation

This project is a continuation of the software interface designed between the multiple electronic ticketing vendors and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. Several municipal law enforcement agencies within the State of Missouri use the Brazos (Tyler Technology) electronic ticketing system. The Blue Springs has contracted with Brazos to spearhead this project. When the system is fully implemented and tested, the interface software between Brazos will be provided at no cost to all city/county agencies utilizing the Brazos system, thereby creating a statewide interface between Brazos and state courts/prosecutors. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations. The remaining amount of funds is expected to be expended by September 30, 2017.

Contract Number #17-M3DA-04-021 Carterville Police Department E-Citation

This project is a continuation of the software interface designed between the multiple electronic ticketing vendors and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. Several municipal law enforcement agencies within the State of Missouri use the ITI electronic ticketing system. The City of Carterville, Dexter, Washington and Rogersville have contracted with ITI to spearhead this project. When the system is fully implemented and tested, the interface software between ITI will be provided at no cost to all city/county agencies utilizing the ITI system, thereby creating a statewide interface between ITI and state

courts/prosecutors. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations. The remaining amount of funds is expected to be expended by September 30, 2017.

Contract #17-M3DA-04-005 Christian County Sheriff E-Citation

This project is a continuation of the software interface designed between the multiple electronic ticketing vendors and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. The St. Louis County Police Department, Lee's Summit, and Nixa Police Departments coordinated a model project provided by FY16 funding, which included the purchase of Toughbook tablets and the development of the interface software. When the interface was fully tested and determined to be working properly, it was provided at no cost to all city/county agencies utilizing the REJIS system, thereby creating a statewide interface between REJIS and state courts/prosecutors. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations. The remaining amount of funds is expected to be expended by September 30, 2017.

Contract #17-M3DA-04-006 Dexter Police Department Ticket Printers for Patrol Units

This project is a continuation of the software interface designed between the multiple electronic ticketing vendors and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. Several municipal law enforcement agencies within the State of Missouri use the ITI electronic ticketing system. The City of Carterville, Dexter, Jackson, Washington and Rogersville have contracted with ITI to spearhead this project. When the system is fully implemented and tested, the interface software between ITI will be provided at no cost to all city/county agencies utilizing the ITI system, thereby creating a statewide interface between ITI and state courts/prosecutors. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations. The remaining amount of funds is expected to be expended by September 30, 2017.

Contract #17-M3DA-04-007 Jackson Police Department E-Ticketing Project

This project is a continuation of the software interface designed between the multiple electronic ticketing vendors and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. Several municipal law enforcement agencies within the State of Missouri use the Global Justice electronic ticketing system. The City of Jackson has contracted with ITI to spearhead this project. When the system is fully

implemented and tested, the interface software between ITI will be provided at no cost to all city/county agencies utilizing the ITI system, thereby creating a statewide interface between ITI and state courts/prosecutors. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations. The remaining amount of funds is expected to be expended by September 30, 2017.

Contract #17-M3DA-04-011 Rogersville Police Department E-Citation

This project is a continuation of the software interface designed between the multiple electronic ticketing vendors and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. The City of Carterville, Dexter, Washington and Rogersville have contracted with ITI to spearhead this project. When the system is fully implemented and tested, the interface software between ITI will be provided at no cost to all city/county agencies utilizing the ITI system, thereby creating a statewide interface between ITI and state courts/prosecutors. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations. The remaining amount of funds is expected to be expended by September 30, 2017.

Contract #17-M3DA-04-013 Washington Police Department Mobile Ticketing Printers

This project is a continuation of the software interface designed between the multiple electronic ticketing vendors and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. The City of Carterville, Dexter, Washington and Rogersville have contracted with ITI to spearhead this project. When the system is fully implemented and tested, the interface software between ITI will be provided at no cost to all city/county agencies utilizing the ITI system, thereby creating a statewide interface between ITI and state courts/prosecutors. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations. The remaining amount of funds is expected to be expended by September 30, 2017.

Contract #17-M3DA-04-014 Webb City Police Department E-Citation

This project is a continuation of the software interface designed between the multiple electronic ticketing vendors and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. Webb City has contracted with digiTicket to spearhead this project. When the system is fully implemented and tested, the interface

software between digiTicket will be provided at no cost to all city/county agencies utilizing the digiTicket system, thereby creating a statewide interface between digiTicket and state courts/prosecutors. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations. The remaining amount of funds is expected to be expended by September 30, 2017.

Contract #17-M3DA-04-015 Willow Springs Police Department E-Ticket Printers

This project is a continuation of the software interface designed between the multiple electronic ticketing vendors and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. The City of Willow Springs, however, will be contracted with CrimeStar for an E-Ticket project that will not have an electronic submission in the immediate future. This project will reduce the errors and handwriting issues that accompanies written tickets that are reported to the prosecutor/courts. The remaining amount of funds is expected to be expended by September 30, 2017.

EMS / Injury Surveillance System

Budget Summary *

Contract #	Project	Budgeted	Expended
17-M3DA-04-009	LETS Sustainment and Enhancements	$121,976.00	$80,581.42
17-M3DA-04-012	Traffic Records Data Improvement	$70,000.00	$7,673.60
17-M3DA-04-018	STARS and FARS Support	$250,275.28	$22,569.15
17-M3DA-04-019	Statewide Traffic Accident Records System (STARS)	$161,384.00	$37,755.71
17-M3DA-04-016	Predictive Analytical Crash Project	$167,570.00	$130.752.00
17-M3DA-04-010	Electronic Records Adoption Improvement	$17,812.00	$4,6041.61
17-M3DA-04-002	JIS Monitoring and Reporting	$169,325.64	$87,336.54
17-M3DA-04-020	Traffic Court Automated Report	$90,306.25	$55,881.25
17-M3DA-04-004	Ballwin Police Department E-Citations	$14,300	$13,996.54
17-M3DA-04-001	Blue Springs Police Department E-Citation	$52,017.20	$15,037.52
17-M3DA-04-021	Carterville Police Department E-Citation	$6,246.30	$6,246.27
17-M3DA-04-005	Christian County Sheriff E-Citation	$40,912.04	$0
17-M3DA-04-006	Dexter Police Department Ticket Printers for Patrol Units	$4,365.00	$4,365.00

17-M3DA-04-007	Jackson Police Department E-Ticketing Project	$44,815.33	$24,904.03
17-M3DA-04-011	Rogersville Police Department E-Citation	$3,604.00	$3,604.00
17-M3DA-04-013	Washington Police Department Mobile Ticketing Printers	$5,118.00	$5,118.00
17-M3DA-04-014	Webb City Police Department E-Citation	$4,297.08	$0
17-M3DA-04-015	Willow Springs Police Department E-Ticketing Printers	$7,140.00	$7,140.00

*Budget Summary figures as of June 2, 2017

2 (i)

FY 2018 Budget Request

Crash System

Contract #18-M3DA-04-004 LETS Sustainment and Enhancements $142,816.00

The significant initiative implemented in FY15 to upgrade LETS to a web/browser enabled application has been completed. The 15+ year old service platform continues to be a popular and efficient means of collecting and sharing crash report data for Missouri Law Enforcement. The new changes implemented in FY15 include a web based service, integrated crash diagramming software, simplifying local maintenance and providing additional capabilities for the 306 active Law Enforcement agencies utilizing the system.

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash				X		
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Contract # 18-M3DA-04-003 Electronic Records Adoption Improvement $13,192.00

This project is focused on the law enforcement agencies that currently do not have a software system to capture traffic crash data and submit to STARS.   A liaison is being utilized to recruit agencies to adopt the Law Enforcement Traffic System, (LETS).   The LETS system is an up-grade to a lot of current local systems and allows the agency to transfer crash reports directly to STARS. The liaison is also working with agencies to ensure their in compliance with the Driver Privacy Protection Act when signing up to utilize LETS and issuing crash reports.

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash				X		
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Contract # 18-M3DA-04-011 (STARS)/FARS Support $115,586.40

Secure federal funding in order for MSHP to meet our MOU obligation with MoDOT and cover the costs to complete the transition of the STARS from COOL:Gen technology to .NET as well as additional STARS enhancements and knowledge transfer of consultants to MSHP information technology personnel on .NET technology. Much of the contracted amount for FY18 contains rollover funds that were not utilized during the FY17 funding cycle.

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X				
Driver License / History						
Injury Surveillance / EMS						
Roadway						

Citation / Adjudication						
Vehicle Registration						

Contract # 18-M3DA-04-013 Statewide Traffic Accident Records (STARS) $188,475.00

1. Continue administering the STARS program and timely collection and dissemination of motor vehicle crash data by improving, or at minimum maintaining, our current crash report processing levels.

2. Make sure certain law enforcement agencies are forwarding motor vehicle crash reports to the statewide repository for inclusion into the STARS by performing annual reviews of each agency's crash report count. Also, establish a dialogue with agencies that have failed to submit crash reports/data or underreported to the STARS.

3. Enhance Missouri law enforcement officers knowledge of the STARS motor vehicle crash classification/reporting requirements by either providing training seminars within approximately 100 miles (one way) of their jurisdiction, or regional-type training sessions.

4. Make certain, within two weeks from the date of their request, statewide coroners and medical examiners are supplied with the instruments necessary to collect specimens from motor vehicle fatality crash victims for testing of alcohol and/or drugs.

5. Secure contractual technical support in order to maintain the STARS, test and support interfaces between law enforcement record management systems and STARS, resolve any unexpected malfunctions that would negatively impact the system, and develop/implement necessary system enhancements.

6. Stay abreast of local, state, and national training seminars or information forums pertaining to traffic records issues, systems, programs, practices, etc. and if deemed beneficial, permit Patrol Records Division personnel to attend.

7. Make certain a sufficient supply of the current Missouri Uniform Crash Report forms, Missouri Uniform Crash Report Preparation Manual and related items are available for dissemination to statewide law enforcement personnel.

8. Complete printing of the Missouri Uniform Crash Report, Missouri Uniform Crash Report Preparation Manual, and Missouri Crash Investigation Notebooks noting the required "suspected serious injury" code and definition.

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X				
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Contract #18-M3DA-04-005 Traffic Records Data Improvement $90,000.00

The TRCC will provide assistance to local agencies and vendors that currently collect crash data in the different software data bases/systems in order to improve those databases/systems so that complete electronic submission can be achieved. This grant will assist agencies who currently do not have a software system and capture traffic crash data. They will need to be provided with potential technical assistance to bring then on line with one of the available systems. This project will also assist local agencies with e-submission of citations through the purchase and integration of e-citation software and hardware. It will also assist in the development of electronic alcohol influence reports (AIRs) which will allow for local departments to provide Department of Revenue (DOR) with real time alcohol offense data. This project will also provide assistance to agencies in developing a low cost means of electronically applying for search warrants.

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X		X		
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X	X		X		
Vehicle Registration						

<u>Contract #18-M3DA-04-012 Predictive Analytical Crash Project</u> $26,921.00

The usage of predictive analytics is a growing field in the law enforcement community and transportation industry. Recently the Tennessee Highway Patrol (THP) implemented a new program using predictive analytics to assist in decreasing the number of fatal crashes within their state. They developed a statistical model that provides a risk score for a specific geographic area and at a certain time. This enhances their Patrol allocation by being able to send troopers to high risk areas to deter major crashes before they happen. Even though the project is still a nascent effort, THP officials report that their statistical model is 72% accurate in predicting when and where traffic crashes will occur and traffic fatalities have dropped by more than 5% since it was enacted.

The Missouri State Highway Patrol Statistical Analysis Center (SAC) is in the process of developing a similar predictive model to provide law enforcement officers with a crash forecast. This forecast will assist officers in making smarter patrol decisions in hopes of deterring bad driver behavior and preventing traffic crashes. The SAC will also provide other agencies with the forecast through the use of a secure online portal, which will create the Missouri Analytical Traffic Reporting Information Exchange (MATRIX). The goal of the MATRIX is to spur collaboration among all law enforcement agencies in Missouri and to encourage them to submit their crash reports electronically. If the SAC is able to receive timely data from other agencies, then they will be able to produce a more accurate crash forecast leading to safer roads across Missouri.

This project will go through several stages. First, as a result of last year's NHTSA grant the SAC acquired the necessary equipment to run the predictive model. The SAC purchased R-stat statistical software package. This software helps integrate the data from a variety of sources such as STARS and RITUS to run the predictive model. This process has proved to be time consuming as the SAC attempts to create and integrate various data sources in order to enhance and improve the predictability of the model.

The next step the SAC will analyze the data sources to develop a thorough understanding of the variables available. This will cover reviewing all available data to determine its general characteristics such as quality and completeness and other nuances involving the data. Decisions will be made pertaining to the use and tradeoffs involving the data such as how to code the variables and determining the grid size for the geographic areas to be used. The geographic areas will be what the officer will see on his or her computer screen before each shift to determine the risk areas during their tour. The SAC would like to hire an outside

consultant at this stage in order to assist them in finalizing the project and providing additional expertise before deploying it to the field.

After the SAC gains a full understanding of the data, they will begin preparing the data to make it usable in the predictive model. In general data mining projects, it is not unusual for this stage to require half the total project time. It is imperative this stage is completed to will allow for smoother execution in subsequent stages.

When the data is prepared the SAC will use it to build the predictive models. During this stage, the SAC will test various statistical methodologies to determine which technique is most appropriate to use. The model will be used in several simulations using historical crash data before deployment to determine the accuracy and predictive power.

Before deployment, the team will evaluate all the stages to ensure that the program is functioning properly and is meeting the SAC's expectations.

The final stage is deployment of the model. This will include executing the model using the most current available data to create a weekly forecast for officers in the field to assist them in determining where to patrol. This stage will utilize software to develop a dashboard that will have the map and various other informative data that will support their efforts in improving highway safety. This data will be available to troopers, command staff, and eventually all state agencies who would like to view it. While the MATRIX will primarily be using Missouri State Highway Patrol's data, but other law enforcement agencies throughout the state will have access to this information. Technical staff at the highway patrol will develop an online portal for local agencies to access the patrol's weekly forecast. In addition, local agencies will be able to zoom in on their county to get a more localized report. MSHP hopes this will encourage more agencies to submit their crash reports electronically. The more data that is provided electronically increases the predictive power of the model.

The SAC estimates that the predictive model will be built by October 2018 and full deployment of the model will occur in January 2018. With evaluation of the project to occur the following year. The SAC ultimately hopes this project will reduce in particular the number of fatal crashes in Missouri. This project will provide officers with another tool at their disposal to help them make Missouri roadways safer.

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						**X**
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Vehicle System

<No Projects>

Driver System

<No Projects>

Roadway System

<No Projects>

Citation / Adjudication System

Contract Number #18-M3DA-04-001 JIS Monitoring and Reporting $172,049.59

The Office of State Courts Administrator (OSCA) is requesting funding to improve the collection and management of traffic records, as well as increase the accuracy and timeliness of reporting disposition information by monitoring the electronic transmission of traffic-related conviction data from the courts to DOR and MSHP to determine if on-site assistance or training/instruction is required to increase the accuracy and timeliness of reporting.

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X			X		
Vehicle Registration						

Contract #18-M3DA-04-002 Show Me Court Implementations $185,523.66

The Office of State Courts Administrator (OSCA) is requesting funding to improve the collection and management of traffic records, as well as increase the accuracy and timeliness of reporting disposition information. This will be accomplished by implementing our new case management system, Show-Me Courts, into municipal divisions that currently have no automation, the Judicial Information System (JIS) or some other court software. Another part of the Show-Me Courts system that should improve the record of conviction reporting is the Prosecutor Portal. This functionality will allow a ticket to be sent electronically from the police department's records management system to the prosecutor portal. The prosecutor will review the tickets and electronically send the information to the court on the cases they wish to file. With this process most of the data will be either entered by a person at the police department or received electronically through an e-ticketing system. Since fewer people will be doing data entry throughout the process it should reduce the potential for data entry errors and improve accuracy.

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	**X**			**X**		
Vehicle Registration						

Contract #18-M3DA-04-014 Smithville Police Department Electronic Ticketing $61,868.62

This project is a continuation of the software interface designed between the multiple electronic ticketing vendors and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. The St. Louis County Police Department, Lee's Summit, and Nixa Police Departments coordinated a model project provided by FY16 funding, which included the purchase of Toughbook tablets and the development of the interface software. The system was fully tested and determined to be working properly, it was provided at no cost to all city/county agencies utilizing the REJIS system, thereby creating a statewide interface between REJIS and state courts/prosecutors. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations.

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X			X		
Vehicle Registration						

Contract #18-M3DA-04-007 Dexter Police Department E-Citation Project $12,187.30

This project is a continuation of the software interface designed between the multiple electronic ticketing vendors and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. Several municipal law enforcement agencies within the State of Missouri use the ITI electronic ticketing system. The City of Carterville, Dexter, Jackson, Washington and Rogersville have contracted with ITI to spearhead this project. When the system is fully implemented and tested, the interface software between ITI will be provided at no cost to all city/county agencies utilizing the ITI system, thereby creating a statewide interface between ITI and state courts/prosecutors. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations.

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X			X		
Vehicle Registration						

Contract #18-M3DA-04-008 Franklin County Sheriff's Office Ticket Printers $29,850.00

This project is a continuation of the software interface designed between the multiple electronic ticketing vendors and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. Several municipal law enforcement agencies within the State of Missouri use the ITI electronic ticketing system. The City of Carterville, Dexter, Jackson, Washington and Rogersville have contracted with ITI to spearhead this project. When the system is fully implemented and tested, the interface software between ITI will be provided at no cost to all city/county agencies utilizing the ITI system, thereby creating a statewide interface between ITI and state courts/prosecutors. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations.

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X			X		
Vehicle Registration						

Contract #18-M3DA-04-009 Lamar Police Department E-Citation $29,433.84

This project is a continuation of the software interface designed between the multiple electronic ticketing vendors and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. Several municipal law enforcement agencies within the State of Missouri use the ITI electronic ticketing system. The City of Carterville, Dexter, Jackson, Washington and Rogersville have contracted with ITI to spearhead this project. When the system is fully implemented and tested, the interface software between ITI will be provided at no cost to all city/county agencies utilizing the ITI system, thereby creating a statewide interface between ITI and state courts/prosecutors. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations.

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X			X		
Vehicle Registration						

Contract #18-M3DA-04-010 Potosi Police Department E-Citation Project $9,251.78

This project is a continuation of the software interface designed between the multiple electronic ticketing vendors and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. Several municipal law enforcement agencies within the State of Missouri use the ITI electronic ticketing system. The City of Carterville, Dexter, Jackson, Washington and Rogersville have contracted with ITI to spearhead this project. When the system is fully implemented and tested, the interface software between ITI will be provided at no cost to all city/county agencies utilizing the ITI system, thereby creating a statewide interface between ITI and state courts/prosecutors. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations.

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X			X		
Vehicle Registration						

Contract #18-M3DA-04-006 Webb City Police Department E-Citation Project $21,768.96

This project is a continuation of the software interface designed between the multiple electronic ticketing vendors and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. Several municipal law enforcement agencies within the State of Missouri use the digiTicket electronic ticketing system. Webb City has contracted with digiTicket to spearhead this project. When the system is fully implemented and tested, the interface software between digiTicket will be provided at no cost to all city/county agencies utilizing the ITI system, thereby creating a statewide interface between ITI and state courts/prosecutors. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations.

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X			X		
Vehicle Registration						

EMS / Injury Surveillance System

<No Projects>

Total FY 2018 Budget Request………………………………………….. **$ 1,098,924.15**

CRASH SYSTEM

Crash System Measurements

Timeliness

Measure

C-T-1: The *median* or *mean* number of days from (a) the crash date to (b) the date the crash report is entered into the database.

Relevant Project(s)

Contract #17-M3DA-04-009 LETS Sustainment and Enhancements

Contract #17-M3DA-04-012 Traffic Records Data Improvement

Contract # 17-M3DA-04-018 (STARS)/FARS Support

Contract # 17-M3DA-04-019 Statewide Traffic Accident Records (STARS)

Contract # 17-M3DA-04-010 Electronic Records Adoption Improvement

C-T-1

Objective: Less than 30 days

Results:

Baseline	2011	2012	2013	2014	2015	2016
40.18	40.18	89.73	153.16	161.19	137.73	126.13

Results Description:

Average Time for Crash Reports to Reach the TMS

2013			2014			2015			2016		
Month	Number of Reports	Avg Time to TMS	Month	Number of Reports	Avg Time to TMS	Month	Number of Reports	Avg Time to TMS	Month	Number of Reports	Avg Time to TMS
Jan	11,304	153.97	Jan	12,385	161.25	Jan	11,031	140.68	Jan	13,520	137.89
Feb	10,581	152.76	Feb	12,113	165.64	Feb	12,849	157.77	Feb	12,444	133.06
Mar	12,042	153.16	Mar	10,954	161.87	Mar	11,247	136.23	Mar	13,138	131.46
Apr	11,014	148.67	Apr	10,860	158.34	Apr	11,844	132.89	Apr	13,888	118.6
May	13,405	96.49	May	12,101	158.97	May	13,263	128.04	May	14,909	118.73
Jun	12,543	155.81	Jun	11,262	161.09	Jun	13,024	130.77	Jun	14,069	117.04
Total	70,889	143.476667	Total	69,675	161.193333	Total	73,258	137.73	Total	81,968	126.13

Local law enforcement began submitting the revised crash reports electronically on January 1st.

The project has experienced an increase in time for crash reports to be received by TMS. The increase in time is apparent starting in January of 2013. The increased time to TMS is caused from the introduction of the updated crash form which increased the fully compliant MMUC data elements from 26 to 36.

Measurement Method: The difference between the date of the crash and the date of the data entry for each report is determined. All differences are added and divided by the number of crash reports to obtain the average for each month. The weight of each month based on the number of reports is obtained by dividing each month's report total by the total number of reports. The weighted average for that reporting period is established by computing (W1X1) + (W2X2) + (W3X3) + (W4X4) + (W5X5).

* We currently do not have any projects in the areas of accuracy, completeness, uniformity, integration, accessibility.

Project Summary Report
Missouri

Project Label - Name: **Contract #17-M3DA-04-009 - L.E.T.S. Sustainment and Enhancements**

Revision Date: 15-JUN-2010
Last Updated: 12-MAY-2017
Status: Active
Lead Agency: MoDOT Highway Safety Division
Partners: Regional Justice Information System (REJIS), Missouri State Highway Patrol
Website:

Project Director
Name: *Mrs. Mandy Kliethermes*
Agency: *Missouri Department of Transportation ,*
Address: *830 MoDOT Drive, Jefferson City, MO 65102*
Phone: *573-751-5434*
Email: *Mandy.Kliethermes@modot.mo.gov*

Project Description: REJIS (Regional Justice Information System in St. Louis) developed and provides a web-based traffic data management system for local law enforcement agencies throughout the State of Missouri.   This software has been developed with the oversight and approval of an advisory board comprised of local agencies and funded by NHTSA 402, 408, and 405c funds. Training for new users is provided at two dedicated sites in a classroom environment, how to videos as well as via the internet and a dedicated customer service line. The customer help desk also assists in providing customer support for software issues that may arise on a local basis. This software allows the agencies to enter crash and citation data that is stored on a dedicated server at REJIS.

The LETS software currently utilizes an X-Y coordinate mapping system to plot the locations of each crash and citation occurrence. This system is labor intensive to larger cities and requires update maintenance. MoDOT has developed a GPS based mapping system that allows local crash data to be located on MoDOT's GIS maps.

REJIS will continue to assure that all data will be acceptable to the State of Missouri's accident reporting system (STARS) for electronic filing.

Project Goal(s):

1. To continue to increase the number of law enforcement agencies submitting electronic crash reports to the Missouri State Highway Patrol as well as increasing the number of crashes being reported into the STARS system.

2. Continue to work with smaller agencies statewide to get them moved into the LETS software where possible. This will be done by contacting each targeted agency and providing them information on the LETS software system as well as the offer to provide them a copy of the diagramming software (licensing agreement currently in procurement phase).

3. Continue to work with medium sized agencies to get them moved into the LETS software where possible. This will be done by contacting each targeted agency and providing them information on the LETS software system as well as the offer to provide them a copy of the diagramming software (licensing agreement currently in procurement phase).

4. Continue to work with larger police departments statewide to provide assistance in moving to electronic reporting. This assistance may include helping them move to the LETS software.

5. Maintain an accurate active database as to the status of each Missouri law enforcement agency in the electronic submission process. This will include their current RMS system, contact information for the agency, and status of electronically submitting crash data to MSHP.

Benchmark:

As of October 1, 2006, the LETS software is being used by approximately 50 local law enforcement agencies. REJIS has developed and piloted crash report collection software for mobile laptops. A collision diagram package has also been tested by law enforcement agencies. The agencies decided that the crash zone collision reconstruction software was the easiest for law enforcement to utilize.

As of 5/11/17 the LETS software is being used by 237 agencies to report electronically to the MSHP repository.

Milestones

Milestone Description	Target Date	Actual Date	Status
Mobile crash report entry software	06/01/2007		Completed
Integration of collision diagram package	08/01/2007		Completed
Electronic transfer of LETS crash data to STARS system	12/31/2008	01/02/2009	Completed
GPS Location Tool for LETS crash data	03/01/2012	04/20/2012	Completed
Revise LETS platform to a web based version	09/30/2016	05/01/2016	Completed
Integrate crash scene diagramming software	09/30/2016	05/01/2016	Completed
LETS re-write and upgrade	09/30/2017	05/11/2017	Completed

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash				X		
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budget

Budget Source – 2014	Total Budget
NHTSA Section 408 Funds	$17,005.00
NHTSA Section 405c Funds	$13.629.36

Budget Source – 2015	Total Budget
NHTSA Section 405c Funds	$33,611.65

Budget Source – 2016	Total Budget
NHTSA Section 405c Funds	$318,305.00

Budget Source – 2017	Total Budget
NHTSA Section 405c Funds	$84,976.00

Budget Source – 2018	Total Budget

Budget Source – 2018	Total Budget
NHTSA Section 405c Funds	$142,816.00

Budget Source – 2019	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2020	Total Budget
NHTSA Section 405c Funds	$0.00

Activity Report

Project Start 06-16-2007	Project End 06-15-2008	Report Date 06-15-2008	Provided By
Progress	The collision diagram issue has been resolved by REJIS. A protocol was developed that will "tag" the diagram and assign it to the report for electronic transfer. Testing for electronic transfer continues between REJIS and the MSHP. It is anticipated that the data from all LETS participants will be capable of electronic transfer by the end of this year.		
Problems			
Plans	REJIS and the MSHP are conducting testing of the electronic transfer capability of the LETS software. The collision diagram issue has been resolved. The next item to be addressed will be the GPS location. This will allow MoDOT and MSHP to "land" the local crash data on GPS mapping systems for crash data review.		
Comments			

Project Start 06-16-2008	Project End 06-15-2009	Report Date 02-20-2009	Provided By
Progress	Electronic filing of crash data from LETS users is now active. The Missouri traffic crash system (STARS) began accepting the electronic filing on January 2, 2009.		
Problems	None encountered		
Plans	Continue to increase the number of LETS users resulting in an increased number of crash reports being electronically filed.		
Comments	This project is complimented by the Local Crash Data Filing (MO-P22) as local agencies that are contacted and have no RMS system of wish to change are referred to this LETS software. Through the efforts of MO-P22, the results of this project will be enhanced.		

Project Start	Project End	Report Date	Provided By
06-16-2010	06-15-2011	06-22-2011	R Silvey

Progress	One of Missouri's goals is to increase the electronic submission of crash reports to the state crash report database (STARS). The LETS software has caused the number of crash reports submitted electronically to increase. The result has decreased the number of days for non-state patrol crash reports to reach the STARS system. Prior to electronic submission capability, it took 82.08 days for crash reports to be entered into the State's database by local law enforcement. That number has decreased to 49.04 days at the end of FY 10.
Problems	Missouri has revised its crash report form to include additional MMUCC codes. The new form will be implemented on January 1, 2012. The LETS software had to be updated to include the new crash report form. Work on this is in its final stages and LETS will be ready for the implementation date.
Plans	A GPS location tool will be added to the LETS software in 2012. This will allow officers to point and click the crash location on a GPS map. The software will automatically fill in all location information. The LETS software will also provide a portal for RMS systems to extract data from the LETS database for local vehicle and persons files. This portal will be ready in 2012.
Comments	None

Project Start	Project End	Report Date	Provided By
10-01-2011	04-18-2012	04-18-2012	Randy Silvey

Progress	The LETS software has been rewritten to include the revised Missouri crash report form both in paper format and electronic format. LETS was the only software in Missouri capable of transitioning to the new report form on January 1, 2012. A GPS Location Tool is being tested for use with the LETS software which will allow an officer to point and click the location of the crash with the location data being automatically entered onto the report. REJIS is also testing a data portal that will allow other records management systems access to their agency's crash data stored in LETS. Both the GPS Location Tool and the Portal will be available by the end of April, 2012. As of March 1, 2012 there are 102 local law enforcement agencies using the LETS software which accounts for 35,000 of the crash reports in Missouri.
Problems	None reported.

Plans	*Continue soliciting non-LETS agencies to use the software for electronic reporting to the STARS system. Secondly, to host a statewide workshop previewing the software.*
Comments	

Project Start	Project End	Report Date	Provided By
06-16-2011	*06-15-2012*	*06-16-2014*	*Jeremy Hodges*
Progress	*One of Missouri's goals is to increase the electronic submission of crash reports to the state crash report database (STARS). The LETS software has caused the number of crash reports submitted electronically to increase by approximately 37,335 annually. The result has not decreased the number of days for non-state patrol crash reports to reach the STARS system because of the already large backlog from implementing the new crash report.*		
Problems	*Missouri has revised its crash report form to include additional MMUCC codes. The new form will be implemented on January 1, 2012. The implementation was well received by law enforcement agencies. The LETS software had to be updated to include the new crash report form. The LETS software was ready to go with the new crash form on January 1, 2012.*		
Plans	*A GPS location tool was added to the LETS software in 2012. This tool has allowed officers to point and click the crash location on a GPS map and land the crashes with a uniform mapping system. The software also automatically fills in all location information to prevent data entry errors.* *The LETS software will also provide a portal for RMS systems to extract data from the LETS database for local vehicle and persons files. This portal will be ready in 2012.*		
Comments			

Project Start	Project End	Report Date	Provided By
10-1-2014	*09-30-2015*	*06-08-2015*	*Jeremy Hodges*
Progress	*One of Missouri's goals is to increase the electronic submission of crash reports to the state crash report database (STARS). The LETS software has caused the number of crash reports submitted electronically to increase by approximately 36,097 annually. The result has not decreased the number of days for non-state patrol crash reports to reach the STARS system because of the already large backlog from implementing the new crash report.*		

Problems	Missouri has revised its crash report form to include additional MMUCC codes. The new form will be implemented on January 1, 2012. The implementation was well received by law enforcement agencies. The LETS software had to be updated to include the new crash report form. The LETS software was ready to go with the new crash form on January 1, 2012. Currently LETS does not have an integrated crash scene diagramming software package which requires our office to purchase software and manually install the software on each agency computer. LETS is also only available as a program and not as a web based solution.
Plans	A GPS location tool was added to the LETS software in 2012. This tool has allowed officers to point and click the crash location on a GPS map and land the crashes with a uniform mapping system. The software also automatically fills in all location information to prevent data entry errors. The LETS software will also provide a portal for RMS systems to extract data from the LETS database for local vehicle and persons files. This portal has been available since 2012. We are currently integrating a crash scene diagram solution that would be available free of charge to all LETS users. We are also improving the LETS platform to a web based version that would allow access to any officer on any computer.
Comments	

Project Start	Project End	Report Date	Provided By
10-1-2015	09-30-2016	06-13-2016	Jeremy Hodges

Progress	One of Missouri's goals is to increase the electronic submission of crash reports to the state crash report database (STARS). The LETS software has caused the number of crash reports submitted electronically to increase by approximately 43,047 annually. The result has decreased the number of days for non-state patrol crash reports to reach the STARS although there is still a large backlog from implementing the new crash report and pushing the updated version of LETS to local law enforcement.

Problems	Missouri has revised its crash report form to include additional MMUCC codes. The new form will be implemented on January 1, 2012. The implementation was well received by law enforcement agencies. The LETS software had to be updated to include the new crash report form. The LETS software was ready to go with the new crash form on January 1, 2012. Currently LETS does not have an integrated crash scene diagramming software package which requires our office to purchase software and manually install the software on each agency computer. LETS is also only available as a program and not as a web based solution.
Plans	A GPS location tool was added to the LETS software in 2012. This tool has allowed officers to point and click the crash location on a GPS map and land the crashes with a uniform mapping system. The software also automatically fills in all location information to prevent data entry errors.

The LETS software will also provide a portal for RMS systems to extract data from the LETS database for local vehicle and persons files. This portal has been available since 2012.

We have integrated a crash scene diagram solution that is available free of charge to all LETS users. The LETS platform is now web based which allows access to any officer on any computer. |
| **Comments** | |

Project Start	Project End	Report Date	Provided By
10-1-2016	09-30-2017	05-12-2016	Mandy Kliethermes

Progress	One of Missouri's goals is to increase the electronic submission of crash reports to the state crash report database (STARS). The LETS software has caused the number of crash reports submitted electronically to increase by approximately 55,555 annually. The result has decreased the number of days for non-state patrol crash reports to reach the STARS although there is still a large backlog from implementing the new crash report and pushing the updated version of LETS to local law enforcement.

Problems	*Missouri has revised its crash report form to include additional MMUCC codes. The new form will be implemented on January 1, 2012. The implementation was well received by law enforcement agencies. The LETS software had to be updated to include the new crash report form. The LETS software was ready to go with the new crash form on January 1, 2012. Currently LETS does not have an integrated crash scene diagramming software package which requires our office to purchase software and manually install the software on each agency computer. LETS is also only available as a program and not as a web based solution.*
Plans	*A GPS location tool was added to the LETS software in 2012. This tool has allowed officers to point and click the crash location on a GPS map and land the crashes with a uniform mapping system. The software also automatically fills in all location information to prevent data entry errors.* *The LETS software will also provide a portal for RMS systems to extract data from the LETS database for local vehicle and persons files. This portal has been available since 2012.* *We have integrated a crash scene diagram solution that is available free of charge to all LETS users. The LETS platform is now web based which allows access to any officer on any computer.*
Comments	

Linked Items

Type	Label	Name
Performance Measure	C-T-01A	The median number of days from the crash date to the date the crash report is entered into the data system

Automatic Crash Record Location Assignment

In 2002, MoDOT started working on enhancements to our Safety Management System in our TMS (Transportation Management Systems) database. TMS is MoDOT's statewide database that houses MoDOT's roadway inventory and other assets. As part of those safety enhancements, MoDOT revamped the crash conversion program that assigns location information to crash data entered by Missouri State Highway Patrol. The old program was a mainframe job that ran monthly by loading tapes. The new conversion was a nightly job that would pull crashes and store crash location and all associated tables in MoDOT's ORACLE database. The conversion job evaluated the ON STREET, AT STREET and DISTANCE FROM columns and tried to find the matching streets in TMS in order to assign a location to each crash. This code served us well but we decided to make some changes to the conversion to increase the number of crashes that converted automatically (meaning location was automatically assigned without human intervention).

In January, 2017, MoDOT implemented some enhancements to the crash conversion program. As technology evolved over the years, more and more agencies started including GPS on the crash report. Part of the enhancements included using GPS to assign location to a crash. So if a crash did not land based on the ON and AT street information, the program would use GPS, if available, to assign the location. This change alone greatly improved the number of crashes that auto-landed. We also added some "parsing logic" to evaluate the ON and AT streets on the crash record and find the best match in TMS. For example, if the officer coded the crash to MAPLE ST. but the street exists in TMS as MAPLE AVE, the new conversion will consider that a match (assuming "city" from the report matches "city" in TMS. In the past the parsing was basically just using logic to find streets with names that were an exact match to the entered names of the ON and AT streets. The new application began parsing the street name information based on the spaces in the name allowing us to match streets using a better range of options. For example, if a crash actually occurred on BIG BEAR CIRCLE DR and the officer entered BIG BER CIRCLE DR, our new logic would now land this crash. We also have logic that will locate crashes when the officer misstates the roadway designation or direction, for example, the officer enters CST (City Street) for a CRD (County Road) or North for an Eastbound Roadway. These changes have allowed us to auto land far more accidents than we were auto-landing just a year ago. We have increased from the mid 60 percent range to 86 percent of all crashes.

Project Summary Report

Missouri

Project Label – Name: **Contract #17-M3DA-04-012**
Revision Date: 15-JUN-2010
Last Updated: 12-MAY-2017
Status: Active
Lead Agency: MoDOT Highway Safety Division
Partners: Missouri State Highway Patrol, REJIS
Website:

Project Director
Name: *Mrs. Mandy Kliethermes*
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Project Description: Based upon the identified problem of getting data into a format to allow for full electronic transfer, a need exists to work directly with the local law enforcement agencies to make adjustments that will allow this to happen. Specifically, each reporting agency will need to have an assessment completed to determine what actions are needed to allow for direct input into the STARS system. This means that based upon the identified requirements by the Missouri State Highway Patrol's STARS system, assistance will need to be provided to local agencies that currently collect crash data in the different software data bases. Also for those agencies who currently do not have a software system to capture traffic crash data they will need to be provided with potential technical assistance to bring then on line with one of the available systems, including the state's Law Enforcement Traffic System, (LETS). This project will provide for a liaison to work directly with the local law enforcement agencies to allow them to up-grade/up-date their current local systems to transfer directly with the STARS system of the Missouri State Highway Patrol. This project will also assist local agencies with e-submission of citations through the purchase and integration of e-citation software and hardware. It will also assist in the development of electronic alcohol influence reports (AIRs) which will allow for local departments to provide Department of Revenue (DOR) with real time alcohol offense data. This project will also provide assist to agencies in developing a low cost means of electronically applying for search

warrants.

Milestones

Milestone Description	Target Date	Actual Date	Status
Identification of local agencies not participating in electronic crash data transfer provided by LETS software.	12/31/2008	12/31/2008	In Progress
Identify protocols needed for local electronic filing for agencies not using LETS system	03/31/2009	12/1/2012	Complete
Coordinate protocol development	04/01/2009		In Progress
Integrate Information Technologies Inc. with STARS	9/30/2015	07/01/2016	Complete
Integrate REJIS with JIS E-Ticketing Module	3/30/2016	1/31/2016	Completed
Provide assistance to local agencies for E-Citation projects	10/01/2012	10/01/2012	In Progress

Project Start	_Project End_	_Report Date_	_Provided By_
_10-1-2014_	_09-30-2015_	_06-08-2015_	_Jeremy Hodges_
Progress	_Missouri has contracted with Information Technologies Inc. to build a interface to STARS. We have also contracted with REJIS to build an interface from their mobile ticketing module to JIS. We are also currently working with various agencies around the state to implement e-citation and e-crash systems._		
Problems	_Missouri does not have a mandatory statewide e-crash to e-citation system for local agencies to utilize._		
Plans	_Complete the interface between Information Technologies Inc. and STARS which will add an additional 108 agencies submitting electronic crash reports to STARS. Complete the E-citation interface with JIS which will allow an additional 60,000 citations to be submitted electronically to our court system._		
Comments			

Project Start	_Project End_	_Report Date_	_Provided By_
_10-1-2016_	_09-30-2017_	_05-12-2016_	_Mandy Kliethermes_
Progress	_Missouri has contracted with Information Technologies Inc. to build an interface to STARS. We are also currently working with various agencies around the state to implement e-citation through the REJIS and Brazos interfaces and e-crash systems._		

Problems	*Missouri does not have a mandatory statewide e-crash to e-citation system for local agencies to utilize.*
Plans	*Complete the interface between Information Technologies Inc. and STARS which will add an additional 152 agencies submitting electronic crash reports to STARS. Continue to solicit additional agencies to utilize the interface developed between Brazos, REJIS, and JIS in order to allow for state courts to receive more timely and accurate citation data.*
Comments	

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X			X		
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budget

Budget Source – 2014	Total Budget
NHTSA Section 408 Funds	$648.77
NHTSA Section 405c Funds	$0.00

Budget Source – 2015	Total Budget
NHTSA Section 405c Funds	$92,938

Budget Source – 2016	Total Budget
NHTSA Section 405c Funds	$90,000

Budget Source – 2017	Total Budget
NHTSA Section 405c Funds	$90,000

Budget Source – 2018	Total Budget
NHTSA Section 405c Funds	$90.000

Budget Source – 2019	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2020	Total Budget
NHTSA Section 405c Funds	$0.00

Project Summary Report
Missouri

Project Label - Name: Contract #17-M3DA-04-010
Revision Date: 15-JUN-2010
Last Updated: 12-MAY-2017
Status: Active
Lead Agency: MoDOT Highway Safety Division
Partners: Missouri State Highway Patrol, REJIS
Website:

Project Director
Name: *Mrs. Mandy Kliethermes*
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Phone: *573-751-5434*
Email: *Mandy.Kliethermes@modot.mo.gov*

Project Description:

This project is focused on the law enforcement agencies that currently do not have a software system to capture traffic crash data and submit to STARS. A liaison is being utilized to recruit agencies to adopt the Law Enforcement Traffic System, (LETS). The LETS system is an up-grade to a lot of current local systems and allows the agency to transfer crash reports directly to STARS.

Milestones

Milestone Description	Target Date	Actual Date	Status
Identification of local agencies not participating in electronic crash data transfer provided by LETS software.	12-31-2008	12-31-2008	In Progress
Identify protocols needed for local electronic filing for agencies not using LETS system	03-31-2009		Complete
Coordinate protocol development	04-01-2009		In Progress

Activity Report

Project Start	Project End	Report Date	Provided By
06-16-2007	06-15-2008	06-15-2008	
Progress	During this project year there was direct contact with 350 local law enforcement agencies. There have been a total of 27 agencies that moved to the LETS software.		
Problems			
Plans	This is a new project that has been developed to identify those agencies not utilizing the LETS software which will soon allow electronic transfer of crash data. Funding for this project will allow Missouri to build protocols for various software suites that enable non-LETS users to file crash data electronically.		
Comments			

Report Start	Report End	Report Date	Provided By
06-16-2008	06-15-2009	02-18-2009	Randy Silvey

Progress	*By December 31, 2008 the contractor had obtained a listing of local agencies not using the LETS software. Contact is being made with agencies to determine what RMS system is being used to collect crash data or, if no RMS system is used, to offer the LETS software to them.*
	In January, 2009 a meeting was conducted with the Kansas City, Missouri Police Department. A new RMS had recently been installed and the agency has the capability to create extraction files as needed. The Missouri State Highway Patrol had previously provided the KCPD with a listing of the edit checks required for electronic transfer. The determination was that KCPD will be able to create an extraction file that will in turn electronically transfer their crash data to the STARS system. The target date for completion of the extraction files and begins transfer of data has been set for the third quarter of 2009. Hardware issues (MDT units for on-scene data collection) will be addressed through Section 408 funding.
	A similar meeting was held in January with the Platte County Sheriff's Department and the Lee's Summit Police Department. Both agencies use the same RMS system and will be capable of creating a shared extraction protocol. A target date for implementation has not been set but will likely occur by the end of the second quarter.
	Talks are underway with the ITI software company to utilize the Jackson County Sheriff's Department as a pilot site for creation of an extraction protocol within the ITI RMS software. Section 408 funding will be utilized for this project. If successful, this protocol can then be shared with approximately 90 other local agencies in Missouri that use the same ITI RMS software.
Problems	*None*
Plans	*1) Continue extraction protocol development with the ITI company due to the large impact it will have on electronic transfer of crash data in Missouri.*
	2) Continue monitoring the extraction file development with Kansas City, Platte County, and Lee's Summit.
	3) Continue to contact agencies not having an RMS system and encourage usage of the LETS software.

Comments	This project is one of three projects that are designed to implement the electronic transfer of crash data to the STARS system. The other two are the LETS software project and the Missouri State Patrol Auto-Entry project. With the implementation of the Kansas City PD extraction protocol, Missouri will see an increase of at least 10% of crash data being electronically filed overall.

Project Start 06-16-2010	**Project End** 06-15-2011	**Report Date** 06-23-2011	**Provided By**
Progress	The contractor has moved approximately 55 law enforcement agencies to the LETS software. Of these agencies about 30 are electronically transferring the crash data to the State's database. He is also working with the law enforcement agencies to determine if their RMS system provider will be revising their crash report form to comply with the new state form to be implemented on January 1, 2012.		
Problems	None		
Plans	Continued contact with the LE agencies concerning their RMS systems being compliant with the new crash report form. He will also continue to guide agencies towards the LETS software or will assist in developing other means of electronically transferring crash data to the State's database.		
Comments	It should be noted that the activities of this project have directly affected the number of days it takes for crash data to be entered into the State's database. Electronic transfer of crash data to the State's database is a high priority of the Highway Safety Office. This project is an important part of that priority.		

Project Start 10-01-2010	**Project End** 09-30-2011	**Report Date** 02-06-2012	**Provided By** Randy Silvey
Progress	During this project year there was direct contact with 350 local law enforcement agencies. There were 27 agencies that moved to the LETS software. There were 116 other agencies that requested the training that would enable them to use the LETS software.		
Problems			
Plans	This project has been completed. The contractor has taken a role as a local liaison with the REJIS company for the LETS software project (MO-P06)		
Comments			

Project Start	Project End	Report Date	Provided By
10-01-2011	04-18-2012	04-18-2012	Randy Silvey
Progress	No activity to report. No local assistance has been requested as of this date.		
Problems	None		
Plans	Continue to provide funding assistance to local agencies in order to facilitate electronic reporting of crash reports.		
Comments			

Project Start	Project End	Report Date	Provided By
10-01-2011	09-30-2012	03-11-2013	Jeremy Hodges
Progress	During this project year there was direct contact with 350 local law enforcement agencies. There have been a total of 27 agencies that moved to the LETS software.		
Problems	None		
Plans	Continue to provide funding assistance to local agencies in order to facilitate electronic reporting of crash reports.		
Comments			

Project Start	Project End	Report Date	Provided By
10-01-2016	*09-30-2017*	*05-11-2017*	*Mandy Kliethermes*
Progress	During this project year there was direct contact with 174 local law enforcement agencies. There have been a total of 52 agencies that moved to the LETS software. The Liaison has also contacted every law enforcement agency in the state to identify which RMS provider they are currently utilizing.		
Problems	*None*		
Plans	Continue to provide funding assistance to local agencies in order to facilitate electronic reporting of crash reports.		
Comments			

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash				X		
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budget

Budget Source – 2014	Total Budget
NHTSA Section 408 Funds	$17,448.72
NHTSA Section 405c Funds	$11,206.42

Budget Source – 2015	Total Budget
NHTSA Section 405c Funds	$11,278.46

Budget Source – 2016	Total Budget
NHTSA Section 405c Funds	$31,404.00

Budget Source – 2017	Total Budget
NHTSA Section 405c Funds	$17,812.00

Budget Source – 2018	Total Budget
NHTSA Section 405c Funds	$7,673.60

Budget Source – 2019	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2020	Total Budget
NHTSA Section 405c Funds	$0.00

Project Summary Report
Missouri

Project Label - Name: **Contract #17-M3DA-04-019 - Statewide Traffic Accident Records System**
Priority: High
Revision Date: 28-APR-2011
Last Updated: 11-MAY-2017
Status: Active
Lead Agency: Missouri State Highway Patrol
Partners: Town and County PD, Springfield PD, St. Louis PD, Kansas City PD, Bridgeton PD, Poplar Bluff PD, St. Joseph PD, Columbia PD, St. Charles County SD, Cass County SD, Platte County SD, St. Louis County Highway Department, AAA, Regional Justice Information Service, Missouri Safety Council, Missouri Department of Revenue, Missouri Department of Health and Senior Services, Missouri Department of Transportation, Federal Highway Administration, National Highway Traffic Safety Administration, Federal Motor Carrier Safety Administration, Missouri Safety Center
Website:

Project Director
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Project Description: This project will entail personnel from the Highway Patrol, Patrol Records Division, processing and encoding information from approximately 130,000 - 150,000 motor vehicle crash reports into the STARS. The Patrol will also make certain the web-based STARS statistical reports and maps noted earlier are operational and accessible. Other various types of statistical ad hoc reports will be produced and distributed upon request.

The Patrol Records Division will combat the processing backlog of motor vehicle crash reports by Patrol personnel working overtime hours. Employees engaged in the overtime projects will scan and pre-code paper crash reports and encode information into the STARS. They will also perform quality control measures on crash reports submitted to the STARS electronically. The overtime compensation will be at a rate equivalent to time and

one-half their regular salary and fringe benefits. Over the past twenty plus years, these projects have been instrumental in both preventing expansion of and decreasing the backlog.

The Patrol Records Division will mail a reminder to Missouri law enforcement agencies authorized by statute to investigate motor vehicle crashes that 2017 motor vehicle crash reports must be submitted to the statewide repository by January 30, 2018. Once a majority of submitted 2017 crash reports have been processed, division personnel will review statistics on the number of reports encoded into the STARS for each agency and compare the 2017 total to the previous three-year average. Those agencies who failed to submit crash reports, or experienced a significant reduction in crash reporting, will be contacted via correspondence and/or telephone.

The Patrol Records Division will invite local law enforcement personnel authorized to investigate motor vehicle crashes, review crash reports, or provide training on crash reporting to attend a STARS accident report/classification training class conducted by Highway Patrol personnel. Efforts will be made to either schedule the sessions at each Highway Patrol troop headquarters (or if not available at the respective MoDOT district headquarters), or provide regional-type training sessions at four to six selected locations within the state. A web-based student registration page will be posted on the Patrol's official Internet home page. Prior to each session, Patrol Records Division personnel will identify the number of students registered and weigh the costs of providing the session in comparison to the number of students. If a session is not cost effective and thus canceled, steps will be taken to inform registered students of training sessions at other locations. For instance, it would not be cost effective to provide STARS training to two registered students at Troop H, St. Joseph. As an alternative to the canceled session at St. Joseph, those students would be invited to attend STARS training at Troop A, Lee's Summit.

The demand for supplies used by Missouri coroners and medical examiners to obtain specimens from motor vehicle fatality crash victims will be met by purchasing approximately 900 kits consisting of a cardboard container, vial, syringe, tube, etc. These kits will be disseminated by the Patrol Records Division's FARS analysts.

In an effort to remedy malfunctions, test and support interfaces, or develop and implement enhancements to the web-based statistical reports/maps noted above, the Highway Patrol's Information Systems Division and Patrol Records Division will secure contractual technical

support.

In order to stay up-to-date on the latest trends in traffic records technology, programs, practices, etc., a representative(s) from the Patrol Records Division will attend the annual International Forum on Traffic Records and Highway Information Systems as well as other seminars or meetings either in-state or out-of-state related to these topics.

In order to make certain an adequate supply of the Missouri Uniform Crash Report form, Preparation Manual, and related reporting materials are available, the Highway Patrol's print shop will print crash report forms and preparation manuals.

Milestones

Milestone Description	Target Date	Actual Date	Status
Completion of the committee review of the 2008 MMUCC and recommended revisions to the MUAR.	08-31-2009	07-22-2009	Completed
Develop a prototype of the revised MUAR based on the committee MMUCC review and recommendations.	10-30-2009	11-18-2009	Completed
Complete revisions to the MUAR Preparation Manual based on MMUCC review and committee recommendations.	03-31-2010	04-29-2010	Completed
Committee review and discussion of the prototype MUAR and MUAR Preparation Manual.	05-31-2010	05-19-2010	Completed
Law Enforcement Testing of the prototype MUAR and MUAR Preparation Manual.	06-30-2010	07-30-2010	Completed
Develop the STARS technical and system specifications document.	07-30-2010	12-20-2010	Completed
Disseminate the STARS technical and system specifications document. Vendors and computer consultants to begin system development / programming of the STARS as well as local law enforcement crash reporting software.	02-28-2011	03-01-2011	Completed
Begin printing of the MUAR, MUAR Preparation Manual, and MUAR Field Investigation Notebook	02-28-2011	04-01-2011	Completed

First statewide training circuit of law enforcement personnel on the newly revised MUAR and MUAR Preparation Manual	06-30-2011	07-13-2011	Completed
System testing of the revised STARS and local law enforcement crash report software / interfaces and if necessary update and redistribute the STARS technical and system specifications document based on system testing outcome.	07-29-2011	09-06-2011	Completed
Final testing of the revised STARS and local law enforcement agency software / interfaces.	10-31-2011	11-29-2011	Completed
Second statewide training circuit of law enforcement personnel on the newly revised MUAR and MUAR Preparation Manual.	12-30-2011	12-21-2011	Completed
Implementation of the revised MUAR, MUAR Preparation Manual, and STARS	01-01-2012	01-01-2012	Completed
Overtime to address a backlog of crash reports created by implementation of a new crash report form.	07-31-2012	07-28-2012	Completed
Ongoing support to existing interfaces that support electronic submission of crash data to STARS.	09-30-2012		In Progress
Complete "bug fixes" and enhancements to the web-enabled STARS.	09-30-2012	9/30/2013	Completed
Continue administering the STARS program and timely collection and dissemination of motor vehicle crash data by improving, or at minimum maintaining, our current crash report processing levels.	10/1/2014		In Progress
Make sure certain law enforcement agencies are forwarding motor vehicle crash reports to the statewide repository for inclusion into the STARS by performing annual reviews of each agency's crash report count. Also, establish a dialogue with agencies that have failed to submit crash reports/data or underreported to the STARS.	10/1/2014		In Progress

Enhance Missouri law enforcement officers knowledge of the STARS motor vehicle crash classification/reporting requirements by either providing training seminars within approximately 100 miles (one way) of their jurisdiction, or regional-type training sessions.	10/1/2014	In Progress
Make certain, within two weeks from the date of their request, statewide coroners and medical examiners are supplied with the instruments necessary to collect specimens from motor vehicle fatality crash victims for testing of alcohol and/or drugs.	10/1/2014	In Progress
Secure contractual technical support in order to maintain the STARS, test and support interfaces between law enforcement record management systems and STARS, resolve any unexpected malfunctions that would negatively impact the system, and develop/implement necessary system enhancements.	10/1/2014	In Progress
Stay abreast of local, state, and national training seminars or information forums pertaining to traffic records issues, systems, programs, practices, etc. and if deemed beneficial, permit Patrol Records Division personnel to attend.	10/1/2014	In Progress
Make certain a sufficient supply of Missouri Uniform Crash Report forms, Missouri Uniform Crash Report Preparation Manuals, and related items are available for dissemination to statewide law enforcement personnel.	10/1/2014	In Progress

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X				
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budget

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$74,831.92
NHTSA Section 405c Funds	$32,876.21

Budget Source – 2015	Total Budget
NHTSA Section 405c Funds	$31,291.69

Budget Source – 2016	Total Budget
NHTSA Section 405c Funds	$130,355.00

Budget Source – 2017	Total Budget
NHTSA Section 405c Funds	$139,300.00

Budget Source – 2018	Total Budget
NHTSA Section 405c Funds	$161,384.00

Budget Source – 2019	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2020	Total Budget
NHTSA Section 405c Funds	$0.00

Activity Report

Project Start	Project End	Report Date	Provided By
10-01-2011	04-18-2012	04-18-2012	Randy Silvey
Progress	*Final testing of the revised STARS report form was completed in November 2011 with local law enforcement and various software providers. Major issues concerning interfaces and software have been addressed. A second statewide training circuit with local law enforcement personnel concerning the revised form and Preparation Manual was completed by December 21, 2011. Implementation of the revised form and manual occurred on January 1, 2012. As of this date, major interface issues and software bugs have been resolved.*		
Problems	*None reported.*		
Plans	*Continue debugging as required, Continue training of local law enforcement.*		
Comments			

Project Start	Project End	Report Date	Provided By
04-19-2012	03-01-2013	03-11-2013	Jeremy Hodges
Progress	*Final testing of the revised STARS report form was completed in November 2011 with local law enforcement and various software providers. Major issues concerning interfaces and software have been addressed. A second statewide training circuit with local law enforcement personnel concerning the revised form and Preparation Manual was completed. Implementation of the revised form and manual occurred on January 1, 2012 and was well received by law enforcement. As of this date, major interface issues and software bugs have been resolved.*		
Problems	*None reported*		
Plans	*Continue debugging as required, Continue training of local law enforcement.*		
Comments			

Project Start	Project End	Report Date	Provided By
10-1-2014	09-30-2015	06-10-2015	Jeremy Hodges
Progress	We completed the following: • Rewrite the STARS batch jobs from COOL: Gen to a programming framework entitled DOT NET (.NET) to coincide with MoDOT's transition of the Transportation Management System (TMS). • Enhance STARS security by creating a user authentication security layer when accessing the STARS web application. • Modify the STARS web application to view motor vehicle crash reports stored in the client server version of the STARS. • Create a web service application in the STARS to allow another means for local law enforcement agencies to electronically submit crash report images and data, track electronic crash reports that have failed STARS edits and returned for correction, and update the functional specification document for the web service. • Correct 19 prioritized malfunctions to the STARS.		
Problems	None reported		
Plans	Continue debugging as required, Continue training of local law enforcement.		
Comments			

Project Start	Project End	Report Date	Provided By
10-1-2015	09-30-2016	06-10-2016	Jeremy Hodges

Progress

The total number of motor vehicle crash reports encoded into STARS was 157,123 compared to 139,004 reports encoded for the period October 1, 2013, through September 30, 2014.

There were 27 Identified police agencies serving a community population of 1,000 or more that did not submit crash reports for a inclusion into the STARS. They are Ash Grove, Bismarck, Campbell, Clarkton, Crane, Gallatin, Glasgow, Huntsville, King City, Lilbourn, LaMonte, Mansfield, Maysville, Marthasville, Merriam Woods, Monroe City, Oran, Paris, Piedmont, Hamilton, Hillsdale, Senath, Shelbina, Stover, Tarkio, Warson Woods, and Winona. On December 23, 2014, the Patrol Records Division mailed 667 letters to Missouri Law Enforcement agencies reminding them to submit 2014 crash reports by January 31, 2014. Additional correspondence was mailed on April 9, 2015, to 27 agencies and August 6, 2015, to 13 agencies that did not comply with the 2014 crash report submission deadline.

Patrol Records Division personnel completed 3 STARS Accident Report/Classification Training sessions to 93 representatives from 41 law enforcement agencies. These seminars were held at Jefferson City, Lee's Summit, and Weldon Spring. Sessions were also scheduled at Macon and Willow Springs; however, due to low student registration, they were cancelled and students were encouraged to attend at another STARS training location. The primary focus of the training was national motor vehicle crash classification standards and reporting requirements of the Missouri Uniform Crash Report that was implemented January 1, 2012.

A total of 2,777 overtime hours were expended by Patrol Records Division personnel in order to process 49,626 crash reports. Unfortunately, these overtime projects, in conjunction with part time employees, have not allowed us to stay current with our report processing duties. At the present time, we are experiencing an approximate seven month backlog in the processing with Highway Patrol reports. Currently, there are 12 temporary employees processing crash reports into STARS.

A total of 500 coroner kits were purchased for coroners and medical examiners to collect specimens from traffic fatality victims. A total of 652 kits were distributed when division personnel attended the fall and spring coroner training conferences and upon request form coroners/medical examiners.

Progress	*The sum of $51,156.12 was expended on contracted technical support for the STARS. This funding also covered testing with various vendors contracted by local law enforcement agencies to facilitate electronic reporting of motor vehicle crash data and reports to the STARS.* *A total of 5,000 sets of Missouri Uniform Crash Report forms and 200 Missouri Uniform Crash Report Preparation Manuals were printed at the Patrol's print shop.*
Problems	*The MSHP has a crash report processing backlog because of slow and non-reporting law enforcement agencies.*
Plans	*Continue debugging as required, Continue training of local law enforcement, and working with vendors to support electronic submission of crash reports.*
Comments	

Project Start	*Project End*	*Report Date*	*Provided By*
10-1-2016	*09-30-2017*	*05-16-2017*	*Mandy Kliethermes*

Progress

There were 35 identified police agencies serving a community population of 1,000 or more that did not submit crash reports for inclusion into the STARS. They were Appleton City, Bismarck, Campbell, Clarkton, Clever, Crane, Gallatin, Glasgow, Gideon, Goodman, Gower, Hallsville, Hillsdale, Holden, Humansville, Huntsville, Ironton, King City, Lamonte, Lathrop, Leadwood, Maysville, Memphis, Meriam Woods, Noel, Oran, Paris, Park Hills, Piedmont, Purdy, Senath, Sparta, Tarkio, Wellston, and Winona. On January 8, 2016, the Patrol Records Division mailed 655 letters to Missouri law enforcement agencies reminding them to submit 2015 crash reports by January 31, 2016. Additional correspondence was mailed on March 3, 2016, to 24 agencies and August 5, 2016, to four agencies that did not comply with the 2015 crash report submission deadline.

Patrol Records Division personnel completed three STARS Accident Report/Classification Training sessions to 68 representatives from 45 law enforcement agencies. These seminars were held at Lee's Summit, Springfield, and Weldon Spring. A session was scheduled at Rolla; however, due to low student registration, it was cancelled and students encouraged to attend another STARS training location. Training sessions were also completed for two of the Highway Patrol's recruit classes with 69 students attending. The primary focus of the training was national motor vehicle crash classification standards and reporting requirements of the Missouri Uniform Crash Report that was implemented January 1, 2012.

A total of 2,706 overtime hours were expended by Patrol Records Division personnel in order to process 48,174 crash reports. Unfortunately, these overtime projects, in conjunction with part-time employees, have not allowed us to stay current with our report processing duties. At the present time, we are experiencing an approximate seven-month backlog in the processing of crash reports from local law enforcement agencies and an approximate four-month backlog with Highway Patrol reports. Currently, there are 13 temporary employees processing crash reports into the STARS in conjunction with our complement of 13 full-time employees.

	A total of 800 coroner kits were purchased for coroners and medical examiners to collect specimens from traffic fatality victims. A total of 1,210 kits were distributed when division personnel attended the fall and spring coroner training conferences and upon request from coroners/medical examiners.
	The sum of $72,917.72 was expended on contracted technical support for the STARS. This funding also covered testing with various vendors contracted by local law enforcement agencies to facilitate electronic reporting of motor vehicle crash data and reports to the STARS.
	A total of 300 Missouri Uniform Crash Report Preparation Manuals were printed at the Patrol's print shop.
Problems	*None reported*
Plans	*Continue debugging as required, Continue training of local law enforcement.*
Comments	

Project Summary Report
Missouri

Project Label - Name: **Contract #17-M3DA-04-018 – STARS and FARS Support**
Priority: High
Revision Date: 28-APR-2011
Last Updated: 16-MAY-2017
Status: Active
Lead Agency: Missouri State Highway Patrol
Partners: Regional Justice Information Service, Missouri Safety Council, Missouri Department of Revenue, Missouri Department of Health and Senior Services, Missouri Department of Transportation, Federal Highway Administration, National Highway Traffic Safety Administration, Federal Motor Carrier Safety Administration, Missouri Safety Center

Project Director
Name: *Mr. Russ Dunwiddie*
Agency: *Missouri State Highway Patrol, Assistant Director*
Address: *1510 East Elm Street, Jefferson City, MO 65102*
Pho**ne:** *(573) 751-3012*
Email: *russ.dunwiddie@mshp.dps.mo.gov*

Project Description*:* The Missouri State Highway Patrol will:

1. Continue to glean and disseminate comprehensive motor vehicle traffic fatality data to NHTSA's, FARS, as outlined in the cooperative agreement between the MSHP and NHTSA.
2. Contract with computer consultants to complete the rewrite/transition of the STARS from a COOL:Gen framework to .NET. This includes the STARS data entry screens utilized by the MSHP and crash location landing screens.
3. Contract with computer consultants to complete the following enhancements
   a. Provide vendors/law enforcement agencies with a listing or crashes submitted electronically that did not pass validation rules and have not been resubmitted
   b. Continuation of .NET knowledge transfer from computer consultants to MSHP information technology personnel
   c. Population of crash location information from the MoDOT mapping application to STARS during the MSHP, Patrol Records Division, quality control process.

Milestones

Milestone Description	Target Date	Actual Date	Status
MSHP to meet contract obligations with NHTSA to support the FARS. The funding will cover expenditures associated with costs such as office supplies and postage, in-state and out-of-state travel, and salary and fringe benefits for FARS analysts.	09-30-2017		In Progress
MSHP to meet our MOU obligation with MoDOT and cover the costs to complete the transition of the STARS from COOL:Gen technology to .NET. Ongoing support to existing interfaces that support electronic submission of crash data to STARS.	09-30-2017		In Progress

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X				
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budget

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	
NHTSA Section 405c Funds	$65,969.62

Budget Source – 2015	Total Budget
NHTSA Section 405c Funds	$150,945.56

Budget Source – 2016	Total Budget
NHTSA Section 405c Funds	$290,331.56

Budget Source – 2017	Total Budget
NHTSA Section 405c Funds	$224,052.00

Budget Source – 2018	Total Budget
NHTSA Section 405c Funds	$115,586.40

Budget Source – 2019	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2020	Total Budget
NHTSA Section 405c Funds	$0.00

Activity Report

Project Start	Project End	Report Date	Provided By
10-1-2015	09-30-2016	06-10-2016	Jeremy Hodges
Progress	• 1. Continue to glean and disseminate comprehensive motor vehicle traffic fatality data to NHTSA's, FARS, as outlined in the cooperative agreement between the MSHP and NHTSA. • 2. Contract with computer consultants to complete the rewrite/transition of the STARS from a COOL:Gen framework to .NET. This includes the STARS data entry screens utilized by the MSHP and crash location landing screens. • 3. Contract with consultants to land Crashes in the TMS, create Patrol AFR Interface, and Update Flex Client Application to Utilize New C#.Net Web Services		
Problems	None reported		
Plans	Continue debugging as required, Continue training of local law enforcement.		
Comments			

Activity Report

Project Start	Project End	Report Date	Provided By
10-1-2016	09-30-2017	05-16-2016	Mandy Kliethermes

Progress	1. Contract with computer consultants to complete the rewrite/transition of the STARS from a COOL:Gen framework to .NET. This includes the STARS data entry screens utilized by the MSHP and crash location landing screens.
	2. Contract with computer consultants to complete the following enhancements
	  •Provide vendors/law enforcement agencies with a listing or crashes submitted electronically that did not pass validation rules and have not been resubmitted; (Rollover from 2017.)
	  •Continuation of .NET knowledge transfer from computer consultants to MSHP information technology personnel; (Rollover from 2017.)
	  •Population of crash location information from the MoDOT mapping application to STARS during the MSHP, Patrol Records Division, quality control process. (Rollover from 2017.)
	  •Develop a means to compile timeliness, completeness, and accuracy measures in the STARS.		

Problems	None reported		
Plans	Continue debugging as required, Continue training of local law enforcement.		
Comments			

Crash System

2016 Traffic Records Assessment Recommendations
2017

1. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Program Assessment Advisory.

2. Improve the data quality control program for the crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

VEHICLE SYSTEM

< No Projects Related to Vehicle System >

Vehicle System

2016 Traffic Records Assessment Recommendations

1. Improve the interfaces with the vehicle data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

2. Improve the data quality control program for the vehicle data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

DRIVER SYSTEM

< No Projects Related to Driver System >

Driver System

2016 Traffic Records Assessment Recommendations

1. Improve the interfaces with the driver data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

2. Improve the data quality control program for the driver data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

ROADWAY SYSTEM

Collection of MIRE Fundamental Data Elements

Current status

MoDOT already collects and uses the majority of the Fundamental Data Elements (FDE's) on a large portion of public roads. The current status of each FDE is shown in tables 1 through 3. All of this data is maintained in MoDOT's enterprise database commonly known as Transportation Management Systems (TMS). TMS is an ORACLE driven database and all inventory items have both a spatial component and a linear referencing component. MoDOT has a base network of all the public roads in the state which meets the requirement of the Memorandum, *Geospatial Network for All Public Roads*.

The state's crash, roadway and traffic data are linked by virtue of common data elements. We continue to work with our Traffic Records Coordinating Committee to establish linkage to the State's other core safety databases including licensing, vehicle, citation/adjudication, and emergency medical services or injury surveillance system.

Anticipate Improvements

MoDOT will use several methods over the next several years to meet the requirements for the collection of FDE's on all public roads. MoDOT will prioritize these needs by addressing the Non-Local Paved roads data gaps first.

Surface Type/Number of Lanes/one-two way operations/access control/Median Type – These data items will be addressed through the cooperative program we have with our local authorities that ensures we have complete and correct geospatial network. As we continue these reviews in the future, we will ask them to provide these additional four items. Also, much of this data can be collected through other sources such as aerial photography and video logging. The targeted completion data for the collection and storage of this data is December 31, 2023.

The second priority will be the Local Paved Roads.

Surface Type/Number of through lanes – These items will be collected at the same time they are collected on Non-Local Paved roads. Since geospatial reviews include all public roads, this data will have already been collected.

AADT – it is estimated that an additional 80,000 traffic count locations will be needed to fulfill this requirement. Based on historical cost and practices, this will equate to an additional cost of $2 million annually. After a complete inventory of the other FDE's is available, a better estimate will be able to be established. This would be in addition to the nearly $xx million currently spent annually to collect AADT on Non-Local Paved Roads. The funding required to collect these additional volume counts will come at the expense of an equal value of safety improvements on the system. In addition, MoDOT has worked with several local agencies to "share" traffic data, but there has been little success. Few agencies collect traffic data in a manner that allows the calculation of AADT. Local government collect traffic data, often one time only, for specific purposes like signal timing. Local agencies do not have permanent sites or a history of short term counts available to create AADT's. We anticipate, with the additional investment of $2 million annually, the AADT data for Local Paved Roads could be completed by September 30, 2026.

Roadway System

2016 Traffic Records Assessment Recommendation

1. Improve the data quality control program for the roadway data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

CITATION/ADJUDICATION SYSTEM

Citation / Adjudication System Measurements

Timeliness

Projects:

C/A-T-1: The *median* or *mean* number of days from (a) the date of charge disposition to (b) the date the charge disposition is entered into the statewide adjudication database, or a first available repository.

Contract Number #17-M3DA-04-002 JIS Monitoring and Reporting

Contract Number #17-M3DA-04-020 Traffic Court Automated Program

Contract Number #17-M3DA-04-004 Ballwin Police Department E-Citation

Contract Number #17-M3DA-04-001 Blue Springs Police Department E-Citation

Contract Number #17-M3DA-04-021 Carterville Police Department E-Citation

Contract #17-M3DA-04-005 Christian County Sheriff E-Citation

Contract #17-M3DA-04-006 Dexter Police Department Ticket Printers for Patrol Units

Contract #17-M3DA-04-007 Jackson Police Department E-Ticketing Project

Contract #17-M3DA-04-011 Rogersville Police Department E-Citation

Contract #17-M3DA-04-013 Washington Police Department Mobile Ticketing Printers

Contract #17-M3DA-04-014 Webb City Police Department E-Citation

Contract #17-M3DA-04-015 Willow Springs Police Department E-Ticket Printers

C/A-T-1

Objective:

Results:

Baseline	2011	2012	2013	2014	2015	2016
-	73%	74%	89%	73%	88%	89%

Results Description:

Measurement Method:

*We currently do not have any projects in the areas of accuracy, completeness, uniformity, integration, or accessibility.

Project Summary Report
Missouri

Project Label - Name: Contract Number #17-M3DA-04-002 JIS Monitoring and Reporting

Priority: Medium
Revision Date: 23-JUN-2011
Last Updated: 16-MAY-2017
Status: Active
Lead Agency: Office of State Courts Administrator
Partners: Missouri courts, Department of Revenue, Missouri State Highway Patrol and Missouri Office of Prosecutorial Services
Website:

Project Director
Name: *Mr. Doug Buschjost, Project Manager*
Agency: *OSCA*
Address: *2112 Industrial Drive, Jefferson City, MO 65109*
Phone: *(573) 751-4377*
Email: *doug.buschjost@courts.mo.gov*

Project Description: The Office of State Courts Administrator (OSCA) is requesting funding to improve the collection and management of traffic records, as well as increase the accuracy and timeliness of reporting disposition information by monitoring the electronic transmission of traffic-related conviction data from the courts to DOR and MSHP to determine if on-site assistance or training/instruction is required to increase the accuracy and timeliness of reporting.

Municipal courts that are not automated or on an automated system that does not submit data directly to the Department of Revenue are struggling with meeting the seven day requirement. Providing an interface and web-based reporting form would assist the municipal courts in ensuring the traffic data is reported timely.

Milestones

Milestone Description	Target Date	Actual Date	Status
At least 70% of the courts will be reporting within 7 days at a 90%-100% success rate	09-30-2018		On Schedule
Develop test environments in order to sufficiently submit and analyze the modified electronic traffic reporting data elements.	12-31-2016	12-31-2016	Completed
Deploy the electronic traffic reporting enhancements by September 30, 2014	09-30-2014	09-30-2014	Completed

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X			X		
Vehicle Registration						

Budget

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$173,786.45
NHTSA Section 405c Funds	$61,994.02

Budget Source – 2015	Total Budget
NHTSA Section 405c Funds	$76,090.16

Budget Source - 2016	Total Budget
NHTSA Section 405c Funds	$162,527.36

Budget Source - 2017	Total Budget
NHTSA Section 405c Funds	$169,325.64

Budget Source - 2018	Total Budget
NHTSA Section 405c Funds	$172,049.59

Budget Source - 2019	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2020	Total Budget
NHTSA Section 408 Funds	$0.00

Activity Report

Project Start	*Project End*	*Report Date*	*Provided By*
10-01-2012	*05-31-2014*	*06-16-2014*	*Melissa Kampeter*

Progress	1) Deploy the electronic traffic reporting enhancements by September 30, 2014 (JIS Conversion) Progress: Because the vendor has to convert a system they're not familiar with, it will until the end of 2015 to complete the project. The complexity of the converted forms is taking the vendor longer than expected to complete the conversation. PAQ 1 (Case Management and Accounting) Delivery 1 17 forms Delivery 2 18 forms Delivery 3 16 forms Total 51 forms All Use cases for PAQ 1 are completed and delivered to the vendor. Twenty-three converted forms have been delivered to OSCA for testing (17 from Delivery 1 plus 6 from Delivery 2). None have passed testing at this time. Delivery Dates for PAQ 1 Delivery 2.2 is August 8, 2014 . Delivery Dates for PAQ 1 Delivery 2.3 is October 17, 2014. No Delivery Dates yet for PAQ 1 Delivery 3. PAQ 2 (Case Management and Accounting) Delivery 1-7 52 forms Forty-six use cases for PAQ 2 are completed and waiting to be delivered to the vendor when all of them are completed. 2) Developed test environment in order to sufficiently submit and analyze traffic reporting data elements. Progress: Because of the order of delivery of the forms from the vendor, staff has to test forms multiple time to ensure they're working as expected. 3) At least 70% of the courts will be reporting within 7 days at a 90%-100% success rate Progress: In March, 2104, 490 of the 619 courts (115 state courts and 504 municipal courts) reported 90% or higher success rate which equates to 80%.

Problems	*1) Deploy the electronic traffic reporting enhancements by September 30, 2014 (JIS Conversion)* *Problem: Because the vendor has to convert a system they're not familiar with, it will until the end of 2015 to complete the project. The complexity of the converted forms is taking the vendor longer than expected to complete the conversation.* *2) Developed test environment in order to sufficiently submit and analyze traffic reporting data elements.* *Problem: Because of the order of delivery of the forms from the vendor, staff has to test forms multiple time to ensure they're working as expected.* *3) At least 70% of the courts will be reporting within 7 days at a 90%-100% success rate* *Problem: A large number of courts reporting record of conviction are municipal divisions, which rely on the postal service to submit their information to the Department of Revenue. By using the postal service, there are delays in submitting the record of convictions within 7 days, as required by statute.*
Plans	*1) Deploy the electronic traffic reporting enhancements by September 30, 2014 (JIS Conversion)* *Plans: Work with the vendor and other criminal justice agencies (Missouri State Highway Patrol and Missouri Department of Revenue) to ensure that the conversion will transmit record of conviction data correctly and accurately.* *2) Developed test environment in order to sufficiently submit and analyze traffic reporting data elements.* *Plans: Test the forms as delivered by the vendor to ensure that the functionality that transmit data to the criminal justice agencies (Missouri State Highway Patrol and Department of Revenue) works correctly.* *3) At least 70% of the courts will be reporting within 7 days at a 90%-100% success rate* *Plans: Continue to work with all courts to ensure that records of convictions are reported timely. Staff will assist courts with working on problems located on their issues log and provide training for courts when their conviction reporting is below 90%.*
Comments	

Project Start 10-01-2014	Project End 09-30-2015	Report Date 06-10-2015	Provided By Melissa Kampeter
Progress	In September 2013, all Missouri courts (619) reported record of convictions, within the established time period of seven days, including CDL as follows: 265 courts reported convictions 100% 111 courts report conviction between 90-99% of the time In September 2014, the numbers changed as follows: 240 courts reported convictions of 100% 108 courts reports conviction between 90-99% of the time The numbers are slightly lower because courts were aggressively working to keep their records of convictions current while working on older convictions on their issues log. Courts receive their record of convictions monthly which gives the courts an opportunity to identify areas that need improvement. Office of State Courts Administrator's (OSCA) staff also monitor those numbers and contact courts with percentages below 90% to provide training/assistance.		
Problems	Using the electronic system, JIS, allows a court to electronically submit Commercial Driver's License (CDL) convictions to the Department of Revenue in the timeframes mandated by federal and state law. Reports indicated that many of the courts using JIS are reporting convictions in the mandated timeframes. The result does vary month by month. Some of the common reasons that a court many not meet the timeframe are: ▪ Staff turnover which causes a backlog of cases and it takes time to train a new staff member ▪ Data entry errors which requires additional days to research and make the correction ▪ Clean up of old cases – court discover that cases were not transmitted when checking their issues log		

Plans	*Continue to work with JIS vendors with electronically submitting to JIS. We will also continue to implement new courts onto JIS and train the appropriate court staff to ensure data quality.*
Comments	

Linked Items

Type	Label	Name

Project Start	Project End	Report Date	Provided By
10-01-2015	*09-30-2016*	*06-10-2016*	*Doug Buschjost*

Progress	*From October 1, 2014 to September 30, 2015, the Office of State Courts Administrator (OSCA) implemented the Justice Information System (JIS) in four municipal courts .The four courts that began using the system during this period were:* *Ellisville – January 2015;* *Kirksville – January 2015;* *Miner – January 2015* *Pine Lawn – September 2015* *Implementation involves on-site visits by several court specialists and an accounting specialist, technical configuration and ongoing support via the OSCA Helpdesk.* *Implementation preparation includes several visits by a court specialist to discuss case processing and how processes will change due to the automated system and a review of accounting practices by an accounting specialist to ensure the court follows established accounting practices.* *The Pine Lawn implementation required more on site visits because they were a pilot for new technology to make case processing more efficient for municipal courts.* *In addition, court specialist's monitored transactions in JIS to ensure Commercial Driver's License (CDL) convictions were reported to the Department of Revenue (DOR) within the timeframe established by federal and state law. When monitoring a court, court specialists check a screen (issues log) to ensure all data has been entered to allow the conviction to report to DOR; if data is missing, the court specialists enters the data to ensure reporting; if a transaction requires court staff to pull the case file to enter the data, contact is made with the court by sending by sending electronic mail or making telephone call. The court specialists monitored 115 state courts and 72 municipal courts using JIS to ensure all convictions were transmitted to DOR. In addition, they work with 436 courts that have no automation.* **Results/Outcome based on your established goals:** *In September 2014, all Missouri courts (619) reported record of convictions, within the established time period of seven days, including CDL as follows:* *240 courts reported convictions 100%* *108 courts report conviction between 90-99% of the time* *In September 2015, the numbers changed as follows:*

Problems	Using the electronic system, JIS, allows a court to electronically submit Commercial Driver's License (CDL) convictions to the Department of Revenue in the timeframes mandated by federal and state law. Reports indicated that many of the courts using JIS are reporting convictions in the mandated timeframes. The result does vary month by month. Some of the common reasons that a court many not meet the timeframe are: - Staff turnover which causes a backlog of cases and it takes time to train a new staff member - Data entry errors which requires additional days to research and make the correction - Clean-up of old cases – court discover that cases were not transmitted when checking their issues log
Plans	Continue to work with JIS vendors with electronically submitting to JIS. We will also continue to implement new courts onto JIS and train the appropriate court staff to ensure data quality.
Comments	

Linked Items

Type	Label	Name

Project Start	Project End	Report Date	Provided By
10-01-2016	09-30-2017	05-16-2017	Melissa Kampeter

	From October 1, 2015 to September 30, 2016, the Office of State Courts Administrator (OSCA) implemented the Justice Information System (JIS) in three municipal courts. These courts are consolidating into a municipal jurisdiction who currently utilizes JIS. The four courts that began using the system during this period were: Knob Noster – February 2016 LaMonte – February 2016 Northwoods – June 2016 Vinita Park – June 2016 Implementation involves on-site visits by several court specialists and an accounting specialist, technical configuration and ongoing support via the OSCA Helpdesk. Implementation preparation includes several visits by a court specialist to discuss case processing and how processes will change due to the automated system and a review of accounting practices by an accounting specialist to ensure the court follows established accounting practices. September 20, 2016 Supreme Court Rule 37.04 was signed which restricts the amount of revenue based on minor traffic and municipal ordinance violations and establishes minimum operating standards went into effect immediately. Expectations are that several municipal divisions may disband and some will consolidate. As of September 30, six municipal divisions have dissolved. In addition, court specialists monitored transactions in JIS to ensure Commercial Driver's License (CDL) convictions were reported to the Department of Revenue (DOR) within the timeframe established by federal and state law. When monitoring a court, court specialists check a screen (issues log) to ensure all data has been entered to allow the conviction to report to DOR; if data is missing, the court specialists enter the data to ensure reporting; if a transaction requires court staff to pull the case file to enter the data, contact is made with the court by sending electronic mail or making a telephone call. The court management analyst makes a follow-up call or sends an email to relay patterns in reporting issues to the supervisor over traffic case processing. The patterns help the supervisor address issues with the staff member responsible for entering information and can lead to training requests for staff.
Progress	

There were 27 on-site monitoring visits made this reporting period to the following municipal divisions: Bel-Ridge, Pine Lawn, Odessa, Vinita Park, Knob Noster, Normandy, Miner, Lee's Summit, Kirksville, St. Clair, Linn Creek, Billings, Branson, Carl Junction, Carthage, Duquesne, El Dorado Springs, Forsyth, Hollister, Marshfield, Meriam Wood, Rockaway Beach, Rogersville, Sheldon, Sparta, Strafford and Walnut Grove.

The court specialists monitored 115 state courts and 72 municipal courts in-office using JIS to ensure all convictions were transmitted to DOR. In addition, OSCA staff worked with 436 courts that are processing manually.

Results/Outcome based on your established goals:
In September 2015, all Missouri courts (619) reported record of convictions, within the established time period of seven days, including CDL as follows:
250 courts reported convictions of 100%
94 courts reports conviction between 90-99%
In September 2016, the numbers changed as follows:
237 courts reported convictions 100%
96 courts reported convictions 90-99% of the time
There were 6 courts who dissolved bringing the total number of courts reporting to 613. As of this report 3 courts have consolidated and 3 more are in the process of consolidating, Record of Conviction reporting continues in the courts who have consolidated.
The number of courts submitting their ROC timely at a rate of 100% decreased, however the number of courts reporting at the 90-99% has increased.
Courts receive their Record of Convictions monthly which gives the courts an opportunity to identify areas that need improvement. Office of State Courts Administrator's (OSCA) staff also monitor those numbers and contact courts with percentages below 90% to provide training/assistance.
Contractors worked on the Record of Conviction and Traffic Disposition module for our new Show-Me Courts system. The Municipal and Traffic case processing module provides validation at case entry to reduce the number of errors on Record of Conviction Reporting. The enhanced design features of case entry and case disposition of the new system should result in more accurate and timely case information sent to other agencies. The basic Record of Conviction piece has been developed and tested.

	The system is currently in pilot in two locations, Sedalia Municipal Division and St. Charles Ordinance Division. The project is working toward its goal of deploying to manual municipal divisions in the first quarter of 2017. The system can also be utilized by associate divisions in the circuit courts processing municipal and traffic cases. There are three circuit courts piloting the case entry features, they are: Phelps County, Boone County and St. Charles County. In addition, the search feature in the Show-Me Courts system was deployed statewide in August of 2015. OSCA is working on training materials for case entry and docketing for statewide deployment use by December of 2015.
Problems	*Using the electronic system, JIS, allows a court to electronically submit Commercial Driver's License (CDL) convictions to the Department of Revenue in the timeframes mandated by federal and state law. Reports indicated that many of the courts using JIS are reporting convictions in the mandated timeframes. The result does vary month by month. Some of the common reasons that a court many not meet the timeframe are:* ▪ *Municipal divisions who are dissolving and transferring outstanding cases to the circuit court. This may cause some delay in reporting as they work through the process.* ▪ *Municipal divisions consolidating into other municipal divisions or to associate divisions may have a delay in reporting as they are entering in pending cases and disposing them in the Associate Division.* ▪ *Staff turnover which causes a backlog of cases, and it takes time to train a new staff.* ▪ *Data entry errors which requires additional days to research and make the correction.* ▪ *Clean - up of old cases – court discovers that cases were not transmitted when checking their issues log.*
Plans	*Continue to work with JIS vendors with electronically submitting to JIS. We will also continue to implement new courts onto JIS and train the appropriate court staff to ensure data quality.*
Comments	

Project Summary Report
Missouri

Project Label - Name: Contract Number #17-M3DA-04-020 Traffic Court Automated Program

Priority: Medium
Revision Date: 01-OCT-2012
Last Updated: 16-MAY-2017
Status: Development
Lead Agency: Office of State Court Administrators
Partners: Local Courts and DOR
Website:

Project Director
Name: *Mr. Doug Buschjost, Project Manager*
Agency: *Office of State Courts Administrator*
Address: *2112 Industrial Drive, Jefferson City, MO 65109*
Pho**ne:** *(573) 751-4377*
Email: *doug.buschjost@courts.mo.gov*

Project Description: The Office of State Courts Administrator (OSCA) is embarking on the development of a new statewide traffic court system to increase efficiency and meet the business needs of the users. To allow for the greatest efficiency, traffic court clerks need the ability to do all case disposition activities in one application with fewer steps. Disposition activities include case /charge disposition, sentencing and accounting.

The initial phase of the project, which OSCA is currently working on, is to develop the case/charge disposition and sentencing pieces for record of conviction reporting. OSCA is requesting funding to add an accounting module to the new traffic court system. The accounting functionality is needed based on the requirement of the court to report fine amounts with the record of conviction information. Adding the accounting module to the traffic court system will allow court clerks to enter and track financial information while doing case disposition. Being able to do all the case disposition activities in one application should make it more adopted by manual courts or courts with multiple applications.

Accounting is one of the most complex portions of any case management system. Developing the new accounting module will require OSCA to contract for a business analysts. The business analyst will do research on business needs and best practices of traffic courts and functionality of other case management systems. Based on this research, they will develop requirement

documents, assist in the design and development of the screens, reports and functionality of the accounting module and conduct testing to ensure the new module meets the needs of the end users.

OSCA will also need to contract for information technology (IT) professionals. These IT professionals will develop technical specifications, program both the user interface and the back end processes and do testing of the new module.

Milestones

Milestone Description	Target Date	Actual Date	Status
Produce the accounting module for the new traffic court system which will allow court clerks to be more efficient by reducing the steps to process accounting information and have the ability to dispose of traffic cases in one application. Adding the traffic module should make the new traffic court system more adopted by manual courts or courts with multiple applications. This would increase the number of courts that will report record of convictions through an automated process which should increase the percentage of cases reported in the mandated 7 day time period.	09-30-2017		On Schedule

Core System and Performance Area

	Performance Area					
Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication				X		
Vehicle Registration						

Budget

Budget Source - 2014	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2015	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2016	Total Budget
NHTSA Section 405c Funds	$297,789.00

Budget Source – 2017	Total Budget
NHTSA Section 405c Funds	$150,000.00

Budget Source – 2018	Total Budget
NHTSA Section 405c Funds	$185,523.65

Budget Source – 2019	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2020	Total Budget
NHTSA Section 405c Funds	$0.00

Project Start	Project End	Report Date	Provided By
10-1-2015	09-30-2016	06-10-2016	Doug Buschjost

Progress	*An automated record of conviction piece was developed for OSCA's new Show Me Courts case management system from late 2014 till late 2015. It was piloted in 2 municipal courts in January of 2016. Additional functionality is being added to it monthly. In the near future OSCA plans to provide the system to more courts.* *OSCA is currently working on the accounting package for Show-Me courts. It is expected to be ready sometime in the 1st quarter of CY2017. A pilot will be completed and then additional municipal courts brought on to the system. Right now contractors are working on the assessing costs and taking payments modules. Other items to be completed are end of day reconciliation and case party fee reports.*
Problems	*None reported*
Plans	*Continue development of court automation system.*

Comments

Project Start	Project End	Report Date	Provided By
10-1-2016	09-30-2017	05-23-2017	Doug Buschjost

Progress	*Initial accounting deliveries of case and person financial summary receipting and bond posting have been deployed to pilot sites (St. Charles Ordinance, Sedalia Municipal, Boone County, Phelps County and St. Charles County).*
Problems	*None reported*
Plans	*Take to implementation planning committee and determine what the statewide deployment methodology will be. In addition OSCA plans to increase the pilot implementation in 5municipal courts starting in June of 2017.*
Comments	

Project Summary Report
Missouri

Project Label – Name: <u>Contract Number #17-M3DA-04-004 Ballwin Police Department E-Citation</u>

Priority: Medium
Revision Date: 01-OCT-2016
Last Updated: 15-MAY-2017
Status: Complete
Lead Agency: Ballwin Police Department
Partners: OSCA and DOR
Website:

Project Director
Name: *Sgt. David Fisher*
Agency: *Ballwin Police Department,*
Address: *200 Park Dr., Ballwin, MO 63105*
Phone**:** *(636)-227-9636*
Email: *dfisher@ballwin.mo.us*

Project Description: The City of Ballwin is wanting to begin using e-citations in their remaining fleet. The City of Ballwin has seen the benefits already when using e-citation in three of the vehicles that are currently able to use e-citations. This project will include mobile printers to be placed in the remaining fleet, giving the ability for all officers to use e-citations creating a safer environment for all officers, and the public. This will provide the City of Ballwin only one resource to retrieve all data versus the two systems it currently has to use now.

Milestones

Implement electronic ticketing for traffic officers	09-30-2017	On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X			X		
Vehicle Registration						

Budget

Budget Source - 2014	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2015	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2016	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2017	Total Budget
NHTSA Section 405c Funds	$14,300.00

Budget Source – 2018	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2019	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2020	Total Budget
NHTSA Section 405c Funds	$0.00

Project Start	Project End	Report Date	Provided By
10-01-2016	09-30-2017	05-16-2017	Mandy Kliethermes
Progress	Mobile ticketing printers have been purchased and have been installed in the police fleet. The system is currently fully operational.		
Problems	None		
Plans	Continue to provide support to the agency to improve the implementation and submission of citation data.		
Comments	None		

Project Summary Report
Missouri

Project Label - Name: Contract Number #17-M3DA-04-001 Blue Springs Police Department E-Citations

Priority: Medium
Revision Date: 01-OCT-2016
Last Updated: 16-MAY-2017
Status: Complete
Lead Agency: Blue Spings Police Department
Partners: OSCA, DOR, Municipal Court
Website:

Project Director
Name: *Sgt. Janet Jarvis*
Agency: *Blue Springs Police Department,*
Address: *1100 SW Smith Street ,Blue Springs, MO 64015*
Phone: *816-228-0151*
Email: *jjarvis@bluespringsgov.com*

Project Description*:* Blue Springs Police Department is seeking funding to transition one hundred percent of all citations to electronic format utilizing Rejis LE Web/ mobile ticketing. Utilizing a computer tablet officers may scan the driver license bar code, search DOR files by Operator License number, name and identifiers, or enter information of non-licensed drivers. The system will conduct a search of all available data bases including regional and local warrants, state and national systems. The program includes wanted/missing persons, files for regional gang arrests, summonses, criminal histories, and hit notification service for offenders under supervision of the state board of probation and parole. If there is a warrant then it will alert the officer further increasing officer safety. Color photos will be available to confirm identity of the subject. Upon verifying the information the Rejis system will automatically populate driver and vehicle information. The system provides drop down lists to increase uniformity of data entry. The increased uniformity also makes data searches more accurate and the data more reliable. Electronic citations have required fields that will not allow the citation to be marked as complete and submitted until all fields are properly completed. If multiple citations are issued to the same subject information may be copied to the next citation and the new charge added to the proper fields. This dramatically shortens the time required to issue a

seatbelt or no insurance ticket along with a hazardous moving violation citation. Officers will utilize the equipment for hazardous moving violations, DWI, and occupant protection grants as well as their other criminal investigations that often result in vehicle stops along roadways for suspects fleeing a scene. The tablet may be used to take photos of scenes or drivers and relay information to officers at a second location. This program will allow officers to reduce roadside time and increase safety of officers and the public. Accurately track every citation issued each year and eliminate the need to return citations to officers to correct errors. The courts will have accurate and searchable data in a timely manner eliminating the need to hand enter every citation.

Milestones

Milestone Description	Target Date	Actual Date	Status
Implement mobile ticketing for traffic officers	09-30-2017		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X		X	X		
Vehicle Registration						

Budget

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$0.00
NHTSA Section 405c Funds	$10,000.00

Budget Source – 2015	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 405c Funds	$13,308.00

Budget Source – 2017	Total Budget
NHTSA Section 405c Funds	$52,000.00

Budget Source – 2018	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2019	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2020	Total Budget
NHTSA Section 405c Funds	$0.00

Activity Report

Project Start	Project End	Report Date	Provided By
10-01-2016	09-30-2017	05-16-2017	Mandy Kliethermes
Progress	Lee's Summit has completed the training for the officers utilizing the e-Citation devices in their traffic unit.		
Problems	None		
Plans	To continue utilizing the e-Citation devices to ensure accuracy, completeness and timeliness of citation records.		
Comments			

Project Summary Report
Missouri

Project Label - Name: Contract Number #17-M3DA-04-021 Carterville Police Department E-Citation Project

Priority: Medium
Revision Date: 01-OCT-2016
Last Updated: 16-MAY-2017
Status: Complete
Lead Agency: Carterville Police Department
Partners: OSCA, DOR, Municipal Court
Website:

Project Director
Name: *Chief Clinton Worley*
Agency: *Carterville Police Department*
Address: *1200 E. First St., Carterville, MO 64835*
Phone: *(417) 673-2616*
Email: *cvpd504@yahoo.com*

Project Description: ITI's system is capable of using license scanners and will pre-populate the citation only requiring the officer to make minimal data entry and will provide offences from a drop down list of charge codes and then the citation is ready to print. Thus eliminating errors and difficult reading of had written citations.
The Carterville Police department has already paid for the required modules and the cost of training from ITI to ensure our officers are prepared to immediately implement E -Citation.

Milestones

Milestone Description	Target Date	Actual Date	Status
Implement mobile ticketing for traffic officers	09-30-2017		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X		X	X		
Vehicle Registration						

Budget

Budget Source - 2014	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2015	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2016	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2017	Total Budget
NHTSA Section 405c Funds	$6,246.27

Budget Source – 2018	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2019	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2020	Total Budget
NHTSA Section 405c Funds	$0.00

Activity Report

Project Start	*Project End*	*Report Date*	*Provided By*
10-01-2016	*09-30-2017*	*05-16-2017*	*Mandy Kliethermes*
Progress	*Mobile ticketing printers have been purchased and have been installed in the police fleet. The system is currently fully operational.*		
Problems	*None*		
Plans	*Continue to provide support to the agency to improve the implementation and submission of citation data.*		
Comments	*None*		

Project Summary Report
Missouri

Project Label: Contract #17-M3DA-04-005 Christian County Sheriff E-Citation
Priority: Medium
Revision Date: 01-OCT-2016
Last Updated: 23-MAY-2017
Status: In Progress
Lead Agency: Christian County Sheriff Department
Partners: OSCA, DOR, Municipal Court
Website:

Project Director
Name: *Sgt. Michael Elliott, Investigations Sergeant*
Agency: *Christian County Sheriff's Office*
Address: *110 W. Elm St, Ozark, MO 65721*
Phone: *(417) 581-5353*
Email: *melliott@christiancountysheriff.net*
Project Description*:* E-Citation

Milestones

Milestone Description	Target Date	Actual Date	Status
Implement mobile ticketing for traffic officers	09-30-2017		On Schedule

Core System and Performance Area

Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X		X	X		
Vehicle Registration						

Budget

Budget Source – 2014	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2015	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2016	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2017	Total Budget
NHTSA Section 405c Funds	$40,912.04

Budget Source – 2018	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2019	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2020	Total Budget
NHTSA Section 405c Funds	$0.00

Project Start	Project End	Report Date	Provided By
10-01-2016	09-30-2017	05-24-2017	Mandy Kliethermes
Progress	Christian County is expecting the final cost proposal to be submitted from the ticketing software company soon. Once approvals have been received, equipment purchasing will begin within the next 30 days		
Problems	None		
Plans	Continue to provide support to the agency to improve the implementation and submission of citation data.		
Comments	None		

Project Summary Report
Missouri

Project Label: Contract #17-M3DA-04-006 Dexter Police Department Ticket Printers for Patrol Units

Priority: Medium
Revision Date: 01-OCT-2016
Last Updated: 26-MAY-2017
Status: Complete
Lead Agency: Dexter Police Department
Partners: OSCA, DOR, Municipal Courts, ITI
Website:

Project Director
Name: *Lieutenant Joshua Benton*
Agency: *Dexter Police Department*
Address: *305 Cooper Street, Dexter, MO 63841*
Phone: *(573)621-5512*
Email: *Joshua.benton@dexterpd.com*
Project Description*: E-Citation*

Milestones

Milestone Description	Target Date	Actual Date	Status
Implement mobile ticketing for traffic officers	09/30/2017	11/01/2016	Completed

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X		X	X		
Vehicle Registration						

Budget

Budget Source – 2014	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2015	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2016	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2017	Total Budget
NHTSA Section 405c Funds	$4,365.00

Budget Source – 2018	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2019	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2020	Total Budget
NHTSA Section 405c Funds	$0.00

Project Start	Project End	Report Date	Provided By
10-01-2016	09-30-2017	05-25-2017	Mandy Kliethermes
Progress	*Printers were purchased in October of 2016, making way for a November installation*		
Problems	*None*		
Plans	*Continue to provide support to the agency to improve the implementation and submission of crash and citation data.*		
Comments	*None*		

Project Summary Report
Missouri

Project Label: Contract #17-M3DA-04-006 Jackson Police Department E-Ticketing Project

Priority: Medium
Revision Date: 01-OCT-2016
Last Updated: 25-MAY-2017
Status: In Progress
Lead Agency: Jackson Police Department
Partners: OSCA, DOR, Municipal Courts, DigiTicket
Website:

Project Director
Name: *Captain Scott Eakers*
Agency: *Jackson Police Department*
Address: *525 South Hope Street, Jackson, MO 63755*
Phone: *(573)243.3151*
Email: seakers@jacksonpd.org

Project Description: E-Citation

Milestones

Milestone Description	Target Date	Actual Date	Status
Implement mobile ticketing for traffic officers	09-30-2017		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X		X	X		
Vehicle Registration						

Budget

Budget Source – 2014	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2015	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2016	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2017	Total Budget
NHTSA Section 405c Funds	$44,815.33

Budget Source – 2018	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2019	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2020	Total Budget
NHTSA Section 405c Funds	$0.00

Project Start	Project End	Report Date	Provided By
10-01-2016	09-30-2017	05-25-2017	Mandy Kliethermes
Progress	Jackson Police Department is nearing the completion of their E-Citation project. Admin staff, officers, and clerks have been trained and are currently have finished their equipment installs.		
Problems	Instillation was pushed back due to the new state charge codes not being released until after the first of the year.		
Plans	Continue to provide support to the agency to improve the implementation and submission of crash and citation data.		

Project Summary Report
Missouri

Project Label: Contract #17-M3DA-04-011 Rogersville Police Department E-Citation

Priority: Medium
Revision Date: 01-OCT-2016
Last Updated: 25-MAY-2017
Status: Complete
Lead Agency: Rogersville Police Department
Partners: OSCA, DOR, Municipal Courts, ITI
Website:

Project Director
Name: *Corporal Dallas Knight*
Agency: *Rogersville Police Department*
Address: *211 East Center, Rogersville, MO 65742*
Phone: *(417)753-2324*
Email: *dknight@rogersvillemo.org*

Project Description: E-Citation

Milestones

Milestone Description	Target Date	Actual Date	Status
Implement mobile ticketing for traffic officers	09-30-2017	05/25/2017	Complete

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	**X**		**X**	**X**		
Vehicle Registration						

Budget

Budget Source – 2014	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2015	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2016	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2017	Total Budget
NHTSA Section 405c Funds	$3,604.00

Budget Source – 2018	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2019	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2020	Total Budget
NHTSA Section 405c Funds	$0.00

Project Start	Project End	Report Date	Provided By
10-01-2016	09-30-2017	05-25-2017	Mandy Kliethermes
Progress	*Rogersville Police Department has fully implemented their e-citation project, which has enabled the court clerk to access citations as soon as the tickets are generated. This has eliminated nearly all clerical errors on summons.*		
Problems	*None*		
Plans	*Continue to provide support to the agency to improve the implementation and submission of crash and citation data.*		
Comments	*None*		

Project Summary Report
Missouri

Project Label: Contract #17-M3DA-04-013 Washington Police Department Mobile Ticketing Printers

Priority: Medium
Revision Date: 01-OCT-2016
Last Updated: 25-MAY-2017
Status: Complete
Lead Agency: Washington Police Department
Partners: OSCA, DOR, Municipal Courts, ITI
Website:

Project Director
Name: *Officer Mike Grissom*
Agency: *Washington Police Department*
Address: *301 Jefferson St., Washington, MO 63090*
Phone: *(636)390-1050*
Email: *mgrissom@ci.washington.mo.us*

Project Description: E-Citation

Milestones

Milestone Description	Target Date	Actual Date	Status
Implement mobile ticketing for traffic officers	09-30-2017	05/25/2017	Complete

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X		X	X		
Vehicle Registration						

Budget

Budget Source – 2014	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2015	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2016	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2017	Total Budget
NHTSA Section 405c Funds	$5,118.00

Budget Source – 2018	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2019	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2020	Total Budget
NHTSA Section 405c Funds	$0.00

Project Start	Project End	Report Date	Provided By
10-01-2016	09-30-2017	05-25-2017	Mandy Kliethermes
Progress	*Washington Police Department has fully implemented their e-citation project in all of their active patrol units.*		
Problems	*None*		
Plans	*Continue to provide support to the agency to improve the implementation and submission of crash and citation data.*		
Comments	*None*		

Project Summary Report
Missouri

Project Label: Contract #17-M3DA-04-014 Webb City Police Department E-Citation

Priority: Medium
Revision Date: 01-OCT-2016
Last Updated: 25-MAY-2017
Status: In Progress
Lead Agency: Webb City Police Department
Partners: OSCA, DOR, Municipal Courts, DigiTicket
Website:

Project Director
Name: *Chief Donald Melton*
Agency: *Webb City Police Department*
Address: *211 W. Broadway St., Webb City, MO 64870*
Phone: *(417) 673-1911*
Email: *dmelton@webbcitypd.org*

Project Description: E-Citation

Milestones

Milestone Description	Target Date	Actual Date	Status
Implement mobile ticketing for traffic officers	09-30-2017		In progress

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	**X**		**X**	**X**		
Vehicle Registration						

Budget

Budget Source – 2014	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2015	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2016	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2017	Total Budget
NHTSA Section 405c Funds	$21,768.96

Budget Source – 2018	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2019	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2020	Total Budget
NHTSA Section 405c Funds	$0.00

Project Start	Project End	Report Date	Provided By
10-01-2016	09-30-2017	05-25-2017	Mandy Kliethermes
Progress	Webb City Police Department has not yet implemented their e-citation units.		
Problems	For unknown reasons, installation has been pushed back to June 12th, 2017.		
Plans	Continue to provide support to the agency to improve the implementation and submission of crash and citation data.		
Comments	None		

Citation / Adjudication System

2016 Traffic Records Assessment Recommendations

1. Improve the interfaces with the citation and adjudication systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

2. Improve the data quality control program for the citation and adjudication systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

3. Improve the data dictionary for the citation and adjudication systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

EMS/ INJURY SURVEILLANCE SYSTEM

EMS / Injury Surveillance System Measurements

Timeliness

Measure	Project

I-T-1: The *median* or *mean* number of days from (a) the date of an EMS run to (b) the date when the EMS patient care report is entered into the database.

Project: EMS Run Reporting

As of this date of January 1, 2017 74% of the ambulance agencies of the state of MO report at least quarterly to the system.

I-T-2: The *percentage* of EMS patient care reports entered into the State EMS repository file within XX* days after the EMS run.

The Department of Health and Senior Services, Bureau of EMS requires that an ambulance trip form, shall be completed on each and every ambulance call. From January 1, 2016 to January 1, 2017, the average number of days form a call occurring until it is entered into the system was 51 days.

*e.g., 5, 30, or 90 days

I-T-1

Objective: To collect **ALL** Missouri ground/air Ambulance reports. This will improve patient care throughout the state of MO. This will assist in following the patient through the MO Trauma System and all other calls. The time critical diagnosis system is currently being implemented throughout the state of Missouri. With the Time Critical Diagnosis, air/ground ambulance services are required to take the severely sick and injured to the most appropriate hospital for treatment of their injuries.

Results:

	CY14	CY15	CY16
Total Calls:	677,647	677,444	665,237
Validity: 80-100%	619,199	631,000	658,198
60-79%	75	1,220	5,616
0-39%	58,429	45,549	1,502

Results Description: The Bureau of EMS was not a participant in 06-10.

Measurement Method: The Bureau of EMS received NHTSA 408 money in the fall of 2011 at that time we purchased 94 computers to be distributed to 46 ambulance services that were only reporting by paper. The agency has purchased an additional 54 Ipads to increase the electronic submission of EMS data which have been assigned to agencies in need of hardware to assist with report submission. From 4/1/2013 to 3/31/2014 the BEMS received over 823,195 reports of which over 80% were electronic. From December 2014 to present (6/2016) the BEMS receives data from 89% of the ambulance calls that occur statewide.

I-T-2

Objective:

Results:

Baseline	2009	2010	2011	2012	2013
-	-	-	-	-	-

Results Description:

Measurement Method:

> *We currently do not have any projects in the areas of accuracy, completeness, uniformity, integration, or accessibility.

Project Summary Report
Missouri

Project: Contract #17-M3DA-04-017 Missouri Department of Health and Senior Services Nemsis 3.0 Project
Priority:
Revision Date: 01-JUN-2010
Last Updated: 25-MAY-2017
Status: Active
Lead Agency: Department of Health and Senior Services
Partners: Stakeholders include public agencies such as local public health agencies, fire protection districts, ambulance districts, public hospitals, state and local law enforcement agencies. Private sector agencies include private ambulance services, health care providers, hospitals and trauma centers.
Website:

Project Director
Name: *Mr. Terry Ellsworth*
Agency: *Missouri Department of Health and Senior Services*
Address: 920 Wildwood/ PO Box 570
Jefferson City, MO
Phone**:** *573-751-6356*
Email: *Terry.ellsworth@health.mo.gov*

Project Description: The project has two main parts: In part 1, the DHSS will work with the ambulance services to increase cooperation through no-cost means to improve electronic reporting. In part 2: the DHSS will seek funding, spread over multiple years to pay for complete coverage of EMS providers so that every ambulance is provided with a laptop computer or note book, and then to require 100% reporting by all services of all runs using the electronic systems.

The Missouri Ambulance Reporting System Initiative would enable Missouri Emergency Medical Service providers to contribute one hundred percent of EMS call data into the Statewide Missouri Ambulance Reporting System (hereafter MARS) and the National EMS Information System, (hereafter NEMSIS).

Once the Bureau of EMS receives data from the ambulance services we have provided with a

laptop computer, the Bureau of EMS in coordination with the current vendor of our report system. The Missouri Highway patrol will be provided aggregate MVC injury data for evaluation and analysis of data that the Bureau of EMS has collected. The MVC Injury Surveillance Data Analysis will then be a cooperation of Department of Health and Senior Services, Missouri Highway Patrol and Missouri Department of Transportation, Highway Safety Division of Injury data.

When this initiative began the Missouri Department of Health and Senior Services received data from approximately ten percent of the calls that occurred throughout the state. The major obstacle in mandating one hundred percent data contribution from both rural and urban providers was a lack of funding to purchase hardware. More frequent contribution of all EMS call data facilitates statistical analysis of incidents including illness trends, increases in service requests, and emergency department diversions, which may be indicative of a regional or statewide bioterrorism event. Currently the BEMS receives electronic reporting data from approximately eighty nine percent of the calls that occur throughout the State. Missouri's State Advisory Council on EMS has been reluctant to endorse a regulation supporting one hundred percent reporting until the Bureau of EMS is able to transition to, and receive the data elements contained in the NEMSIS 3 data set.

Milestones

Milestone Description	Target Date	Actual Date	Status
25% of all EMS Run data electronically filed into the MARS system. Since the Bureau of EMS and Missouri Highway for Safety started discussing this project of collecting data from ambulance services, the state of MO has increased the data collection and reporting to NEMSIS by 40%	03-31-2015		Completed
50% of all EMS Run data electronically filed into the MARS system.	06-30-2012		Ahead of Schedule
75% of all EMS Run data electronically filed into the MARS system.	06-30-2013	12/31/2015	Behind/Com -pleted
100% of all EMS Run data electronically filed into the MARS system.	06-30-2014		Behind Schedule

Core System and Performance Area

	Performance Area					
Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS	X			X		
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budget

Budget Source - 2014	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2015	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2016	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2017	Total Budget
NHTSA Section 405c Funds	$32,565.00

Budget Source – 2018	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2019	Total Budget
NHTSA Section 405c Funds	$0.00

Budget Source – 2020	Total Budget
NHTSA Section 405c Funds	$0.00

Activity Report

Project Start	Project End	Report Date	Provided By
04-04-2011	9-30-2011	04-04-2011	Shirley Gastler
Progress	A contract from the State Highway Safety is being reviewed by the DHSS. Once this contract has been accepted it will be fully executed by the Highway Safety Office and the funds will be awarded for this project.		
Problems	We ran into a couple of snags. We have had to re-bid the computers for the 2012 distribution due to the time of the first bid and permission to order from the DHSS. We are in the process of re-bidding the hardware.		
Plans	To purchase laptop computers for ambulances.		
Comments			

Project Start	Project End	Report Date	Provided By
10-01-2011	04-20-2012	04-20-2012	Shirley Gastler
Progress	This project has allowed the Department of Health and Senior Services to work with the ambulance services to increase cooperation through no-cost means to improve electronic reporting. Funding has provided laptop computers to EMS providers thereby increasing reporting of all runs. The run reporting now includes all ambulance runs which have increased the completeness of the MARS files. A total of 91 lap top computers have been distributed to EMS agencies across the state.		
Problems	None		
Plans	Utilize run data with interface Missouri State Highway Patrol crash data.		
Comments			

Project Start	Project End	Report Date	Provided By
04-21-2012	03-01-2013	03-11-2013	Jeremy Hodges
Progress	This project has allowed the Department of Health and Senior Services to work with the ambulance services to increase cooperation through no-cost means to improve electronic reporting. Funding has provided laptop computers to EMS providers thereby increasing reporting of all runs. The run reporting now includes all ambulance runs which have increased the completeness of the MARS files. A total of 91 lap top computers have been distributed to EMS agencies across the state which has increased the electronic submission of EMS reports to over 80%. An additional 54 Ipads have been approve to purchase and distribute to the remaining agencies in need of the hardware to submit EMS reports electronically.		

Problems	None reported
Plans	Utilize run data with interface Missouri State Highway Patrol crash data. Distribute the additional Ipads to agencies based on a needs assessment.
Comments	

Project Start	***Project End***	***Report Date***	***Provided By***
10/1/2013	6/1/2014	06-16-2014	Jeremy Hodges

Progress	The Department of Health and Senior Services acquired an additional 54 Ipads in June of 2013 for distribution to ambulance districts struggling to purchase the necessary hardware to submit EMS run data electronically.
Problems	The department was unable to get the Ipads distributed until December of 2013 because of personnel and internal policy issues.
Plans	We plan to utilize the hardware distributed to agencies to increase the accuracy and percentage of EMS run reports submitted. We also intend on developing a link from the EMS data to the MSHP for FARS use.
Comments	

Project Start	***Project End***	***Report Date***	***Provided By***
10/1/2014	9/30/2015	06-09-2015	Jeremy Hodges

Progress	The Department of Health and Senior Services acquired an additional 54 Ipads in June of 2013. The agency finished distributing the IPADS in December 2013 and is currently working to train EMS responders on how to properly submit data.
Problems	The EMS responders have not adequately been trained on how to submit to the MARS system so the data received is not as accurate as needed.
Plans	Provide training to the EMS responders.
Comments	

Linked Items

Type	Label	Name
Performance Measure		EMS Run Electronic Reporting

Project Start	Project End	Report Date	Provided By
10/1/2015	9/30/2016	06-09-2016	Jeremy Hodges
Progress	The Department of Health and Senior Services acquired an additional 54 Ipads in June of 2013. The agency finished distributing the IPADS in December 2013 and is currently working to train EMS responders on how to properly submit data.		
Problems	The EMS responders have not adequately been trained on how to submit to the MARS system so the data received is not as accurate as needed. Some ambulance services have transferred over to Nemsis 3.0 while the state is still operating on Nemsis 2.0 which does not allow for the data transfer needed.		
Plans	Provide training to the EMS responders. Upgrade to Nemsis 3.0		
Comments			

Project Start	Project End	Report Date	Provided By
10/1/2016	9/30/2017	05-25-2017	Mandy Kliethermes
Progress	None		
Problems	DHSS has been unable to returned the signed FY17 contract that would allow the upgrade to Nemsis 3.0		
Plans	None		
Comments			

EMS / Injury Surveillance System

2016 Traffic Records Assessment Recommendations

4. Improve the description and contents of the injury surveillance systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

5. Improve the data quality control program for the injury surveillance systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

Traffic Records Assessment Introduction

Missouri realizes that a complete traffic records system is necessary for planning, operational management or control, and evaluation of a State's highway safety activities. Missouri's state agencies tasked with managing electronic data work in conjunction with local municipalities to ensure the states strategic plan is implemented and producing adequate results. The most recent records assessment was conducted from October 14, 2015 – January 25, 2016, and provided thirteen (13) recommendations. These recommendations are listed below in the 2016 Traffic Records Assessment Report. In the report we have identified what recommendations Missouri has implemented, the date the recommendation was updated (included in the state comments), and how the recommendation is incorporated into the system is included in the following pages 139 -141.

Traffic Records Assessment Team

Assessment Facilitator
Ms. Cindy Burch

Assessment Team Members
Sgt. Christopher Corea
Ms. Kathleen Haney
Mr. Loren Hill
Mr. Matthew Hudnall
Mr. Cory Hutchinson
Mr. Tim Kerns
Mr. William Kovarik
Ms. Roxanne Langford
Mr. Don Nail
Mr. John New
Dr. Michael Pawlovich Ph.D., P.E
Mr. R. Robert Rasmussen II
Ms. Tracy Joyce Smith
Ms. Joan Vecchi
Mr. Fred E Zwonechek

2 (ii), 2 (iii), 2 (iv) and 4

Traffic Record Assessment Report

Missouri

Assessment Date: January 25, 2016

1. **Recommendation:** Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Program Assessment Advisory.

Status:
No Action

State Comments:
The State has evaluated all findings but at this time it is not feasible to move forward with recommendations due to low priority and funding limitations.

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2. **Recommendation:** Improve the data quality control program for the crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status:
No Action

State Comments:
The State has evaluated all findings but at this time it is not feasible to move forward with recommendations due to funding limitations.

---

3. **Recommendation:** Improve the interfaces with the vehicle data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

Status:
No Action

State Comments:
The State has evaluated all findings but at this time it is not feasible to move forward with recommendations due to statute limitations.

4. **Recommendation:** Improve the data quality control program for the vehicle data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

Status:
No Action

State Comments:
The State has evaluated all findings but at this time it is not feasible to move forward with recommendations due to low priority.

5. **Recommendation:** Improve the interfaces with the driver data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

Status:
No Action

State Comments:
The State has evaluated all findings but at this time it is not feasible to move forward with recommendations due to statute limitations.

6. **Recommendation:** Improve the data quality control program for the driver data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

Status:
No Action

State Comments:
The State has evaluated all findings but at this time it is not feasible to move forward with recommendations due to low priority.

7. **Recommendation:** Improve the data quality control program for the roadway data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

Status:
No Action

State Comments:
The State has evaluated all findings but at this time it is not feasible to move forward with recommendations due to low priority.

8. **Recommendation:** Improve the data dictionary for the citation and adjudication systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

Status:
No Action

State Comments:
The State has evaluated all findings but at this time it is not feasible to move forward with recommendations. State citation and adjudication systems have a vendor maintain the data dictionary, which was unable to be shared during the assessment.

9. **Recommendation:** Improve the interfaces with the citation and adjudication systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

Status:
Current Project

State Comments:
The State is improving the collection and management of traffic records, as well as increasing the accuracy and timeliness of reporting disposition information. This is being accomplished by the new disposition reporting case management system that is being implemented by municipal courts that do not have a current electronic case management system.

10. Recommendation: Improve the data quality control program with the citation and adjudication systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

Status:
No Status

State Comments:
The State has evaluated all findings but at this time it is not feasible to move forward with recommendations due to low priority and funding limitations.

---

11. Recommendation: Improve the description and contents of the injury surveillance systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

Status:
No Status

State Comments:
The State has evaluated all findings but at this time it is not feasible to move forward with recommendations funding limitations and low priority.

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12. Recommendation: Improve the data quality control program for the injury surveillance systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

Status:
No Status

State Comments:
The State has evaluated all findings but at this time it is not feasible to move forward with recommendations funding limitations and low priority.

---

13. Recommendation: Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

Status: No Status

State Comments:
The State has evaluated all findings but at this time it is not feasible to move forward with recommendations funding and statute limitations, and low priority.

FAST Act SECTION 405c
INTERIM PROGRESS REPORTING (FY 2018)

State: _Missouri_____   Report Date: 06/12/2017__ Submitted by: Myrna Tucker_

System to be Impacted	_X___CRASH ___DRIVER ____VEHICLE ____ROADWAY ____CITATION/ADJUDICATION ____EMS/INJURY
Performance Area(s) to be Impacted	_X___ACCURACY _X__ TIMELINESS ____COMPLETENESS ____ACCESSIBILITY ____UNIFORMITY _X__INTEGRATION
Performance Measure used to track Improvement(s)	**Narrative Description of the Measure** To increase the number of crash records in Transportation Management Systems with location automatically assigned (auto-land).
Is project included in the Traffic Records Strategic Plan?	**Yes** **If the project is not currently included in the State Strategic Plan, the plan will need to be modified prior the State's FY18 application.**
Is this a new project? Or was it the same measure used to show progress previously?	**New Measure - Yes** **Same Measure as FY17 - No** **If yes, is the State using the same data set, with the same time period to demonstrate progress?** Choose an item.
Improvement(s) Achieved or Anticipated	**Narrative of the Improvement(s)** Crash records in TMS are validated by the Missouri State Highway Patrol There is a conversion process that runs nightly to update our Transportation Management Systems database with new crashes. If an error is encountered during the conversion and a crash location cannot be assigned, then, MoDOT staff has to manually assign a location to the crash, which delays the conversion. In January, 2017, MoDOT implemented some enhancement s that included integrating GPS to assign location to a crash. Adding GPS greatly improved the number of crashes that auto-landed.
Specification of how the Measure is calculated / estimated	**Narrative Description of Calculation / Estimation Method** The calculation involves dividing the number of crashes with location automatically assigned by the number of crashes converted during the same timeframe.
Date and Baseline Value for the Measure (A contiguous, 12 month performance period starting no earlier than April 1, 2015, e.g., April 1, 2015 – March 31, 2016)	04-01-2015 through 03-31-2016 113,313 autoland crashes / 153,540 total crashes = 74% **Is supporting documentation attached? Yes**
Date and Current Value for the Measure (An identical contiguous, 12 month baseline period starting no earlier than April 1, 2016, e.g., April, 1, 2016-March 31, 2017)	04-01-2016 through 03-31-2017 145,396 autoland crashes / 168,748 total crashes = 86% **Is supporting documentation attached? Yes**
Regional Program Manager Conclusion and Comments **Review Date:** Click here to enter a date.	
RA Comments **Review Date:** Click here to	

enter a date.	

State: _Missouri_____   Report Date: May 11, 2017__   Submitted by: Mandy Kliethermes_

System to be Impacted	__X__CRASH ___DRIVER ____VEHICLE ____ROADWAY ____CITATION/ADJUDICATION ____EMS/INJURY
Performance Area(s) to be Impacted	__X__ACCURACY ___ TIMELINESS __X___COMPLETENESS ____ACCESSIBILITY ____UNIFORMITY _X___INTEGRATION
Performance Measure used to track Improvement(s)	**Narrative Description of the Measure**
Is project included in the Traffic Records Strategic Plan?	Yes **If the project is not currently included in the State Strategic Plan, the plan will need to be modified prior the State's FY18 application.**
Is this a new project? Or was it the same measure used to show progress previously?	**New Measure - No** **Same Measure as FY17 - Yes** **If yes, is the State using the same data set, with the same time period to demonstrate progress? No**
Improvement(s) Achieved or Anticipated	**Narrative of the Improvement(s)** **The number of agencies reporting error free crash reports electronically to the highway patrol's crash repository via LETS.** **The purpose of this project is to provide a reliable electronic crash reporting system that provides a high level of accuracy, integration, and accessibility to the crash reporting system for all law enforcement agencies. To provide training on as needed basis for Missouri Law Enforcement to ensure the system is utilized in a consistent manner. The LETS system will also allow law enforcement agencies to integrate the crash reporting system with the Department of Revenue (DOR) in order to accurately identify the vehicle and driver data in the crash report by using DOR's database.** **The focus of this project is to assist local law enforcement agencies in the use of the Law Enforcement Traffic Software (LETS). Based upon the identified problem of getting data into a format that allows for full electronic transfer, a need exists to work directly with the local law enforcement agencies, software providers and the State Traffic Accident Reporting System (STARS) staff to identify current systems and the potential for those systems to be modified for electronic transfer of crash report data. The edit checks that are incorporated in the LETS program are designed to submit crash reports to STARS in an error free format. This project will also provide support for LETS enhancements and user support.** **In order for MoDOT to receive accurate and complete data the LETS application has been extremely valuable. This project involved soliciting law enforcement agency support, an edit check system that streamlines accurate submission of crash reports, integration with DOR to ensure vehicle and driver data are accurate. The chart below indicates the number of agencies using LETS to electronically submit crash reports, the total number of crash reports submitted by LETS yearly, and the number of reports returned due to errors from Missouri Highway Patrol (MSHP).** **In the summer of 2015, LETs was enhanced to include an integrated crash diagraming software feature. A long requested improvement to the service, this diagramming solution**

	will support retained use of LETS and make it more attractive for broader adoption.
	Two significant events for the period include 1) adoption of LETS by St. Louis County PD, which will significantly increase the quantity of electronically submitted report and 2) the adoption of the Missouri Patrols online/real time report acceptance process. Both of these results were completed as of midnight March 31st (the Patrol feature is still submitting data in a test mode on the receiving end until accepted).

Timeline	Total Agencies signed up to use LETS	Total reports submitted Electronically to STARS through LETS	LETS Submission Errors
4/01/2015 to 3/31/2016	306	43,047	93
4/01/2016 to 3/31/2017	237	55,555	82

Specification of how the Measure is calculated / estimated	**Narrative Description of Calculation / Estimation Method** **The total of agencies signed up to use the LETS program include all agencies that are active in the current LETS system. The total number of electronic crash reports are a sum off all reports submitted to LETS and then transferred to the Missouri State Highway Patrol's (MSHP) crash report repository. The number of LETS submission errors is provided by the Missouri State Highway Patrol.**
Date and Baseline Value for the Measure (A contiguous, 12 month performance period starting no earlier than April 1, 2015, e.g., April 1, 2015 – March 31, 2016)	**04/01/2015 to 03/31/2016 – 43,047 crash reports** **Is supporting documentation attached? Yes**
Date and Current Value for the Measure (An identical contiguous, 12 month baseline period starting no earlier than April 1, 2016, e.g., April, 1, 2016- March 31, 2017)	**04/01/2016 to 03/31/2017 – 55,555 crash reports** **Is supporting documentation attached? Yes**
Regional Program Manager Conclusion and Comments **Review Date:** Click here to enter a date.	
RA Comments **Review Date:** Click here to enter a date.	

In 2002, MoDOT started working on enhancements to our Safety Management System in our TMS (Transportation Management Systems) database. TMS is MoDOT's statewide database that houses MoDOT's roadway inventory and other assets. As part of those safety enhancements, MoDOT revamped the crash conversion program that assigns location information to crash data entered by Missouri State Highway Patrol. The old program was a mainframe job that ran monthly by loading tapes. The new conversion was a nightly job that would pull crashes and store crash location and all associated tables in MoDOT's ORACLE database. The conversion job evaluated the ON STREET, AT STREET and DISTANCE FROM columns and tried to find the matching streets in TMS in order to assign a location to each crash. This code served us well but we decided to make some changes to the conversion to increase the number of crashes that converted automatically (meaning location was automatically assigned without human intervention).

In January, 2017, MoDOT implemented some enhancements to the crash conversion program. As technology evolved over the years, more and more agencies started including GPS on the crash report. Part of the enhancements included using GPS to assign location to a crash. So if a crash did not land based on the ON and AT street information, the program would use GPS, if available, to assign the location. This change alone greatly improved the number of crashes that auto-landed. We also added some "parsing logic" to evaluate the ON and AT streets on the crash record and find the best match in TMS. For example, if the officer coded the crash to MAPLE ST. but the street exists in TMS as MAPLE AVE, the new conversion will consider that a match (assuming "city" from the report matches "city" in TMS. In the past the parsing was basically just using logic to find streets with names that were an exact match to the entered names of the ON and AT streets. The new application began parsing the street name information based on the spaces in the name allowing us to match streets using a better range of options. For example, if a crash actually occurred on BIG BEAR CIRCLE DR and the officer entered BIG BER CIRCLE DR, our new logic would now land this crash. We also have logic that will locate crashes when the officer misstates the roadway designation or direction, for example, the officer enters CST (City Street) for a CRD (County Road) or North for an Eastbound Roadway. These changes have allowed us to auto land far more accidents than we were auto-landing just a year ago. We have increased from the mid 60 percent range to 86 percent of all crashes.

04-01-2014 through 03-31-2015
91,533 autoland crashes / 140,997 total crashes = 65%

04-01-2015 through 03-31-2016
113,313 autoland crashes / 153,540 total crashes = 74%

04-01-2016 through 03-31-2017
145,396 autoland crashes / 168,748 total crashes = 86%

MISSOURI
FY 2018 Application

Section 405(d)

Impaired Driving Countermeasure Grant
(23 CFR § 1300.23)

SUBSTANCE-IMPAIRED DRIVING STRATEGIC PLAN

DRUNK DRIVING

Missouri Coalition
for **Roadway Safety**

JUNE 2017

Missouri Coalition for Roadway Safety
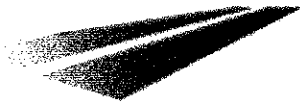
Substance-Impaired Driving Subcommittee

June 1, 2017
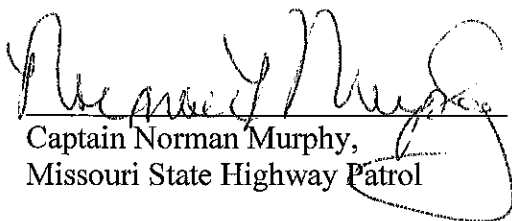
On behalf of the Missouri Coalition for Roadway Safety's Substance-Impaired Driving Subcommittee, it is our privilege to present the third of Missouri's Substance-Impaired Driving Strategic Plan.

Despite impressive reductions in traffic-related fatalities and serious injuries in Missouri over the past several years, crashes involving substance-impaired drivers continue to be a serious problem.

To address the issue of substance-impaired driving, the Substance-Impaired Driving Subcommittee facilitated development of the strategic plan. The plan focuses on reducing substance-impaired driving crashes by establishing key strategies in the area of program management and strategic planning, prevention, the criminal justice system, communication, alcohol and other drug misuse, and program evaluation and data.

In addition to drafting the plan, the Substance-Impaired Driving Subcommittee will oversee coordination and implementation of the Substance-Impaired Driving Strategic Plan.

We would like to extend a special thanks to all those who contributed to the development of this plan. We look forward to working with each of you over the coming months and years to carry out the vision outlined in the plan.

Captain Norman Murphy,
Missouri State Highway Patrol

Dwight Scroggins,
Buchanan County Prosecuting Attorney's Office

Table of Contents

Mission

Improve traffic safety in Missouri by implementing evidence-based programs that eliminate the number of deaths and injuries resulting from substance-impaired driving traffic crashes.

Vision

Toward Zero Substance-Impaired Driving Deaths on Missouri Roadways

Overall Goal

Reduce fatalities involving drivers who are impaired by alcohol and/or other drugs by two percent annually and support the four percent reduction in overall fatalities as outlined in *Missouri's Blueprint to Save More Lives*

Benchmark

This goal will be measured by the number of fatalities involving at least one driver who had a BAC of .08 or above, or was impaired by a drug or combination of drugs

The baseline established in 2011 of 234 alcohol- and drug-related fatalities will be used

Background

Amazing results best describe Missouri's effort to save more lives and reduce serious injuries occurring on our roadways. Since 2005, the State has experienced an overall reduction of 30.1 percent in fatalities and 47 percent in serious injuries. Between 2005 and 2015, Missouri's annual traffic fatalities fell from 1,257 to 870. This remarkable decrease is due in part to aggressive implementation of the strategic highway safety plans.

Much progress has also been made in the area of alcohol-impaired driving since 2005 when the yearly alcohol-related fatality rate per 100 million vehicle miles traveled in Missouri was 0.75 compared to 0.31 in 2015.

Alcohol-Impaired Driving Fatality Rate per 100 Million Vehicle Miles Traveled (VMT)
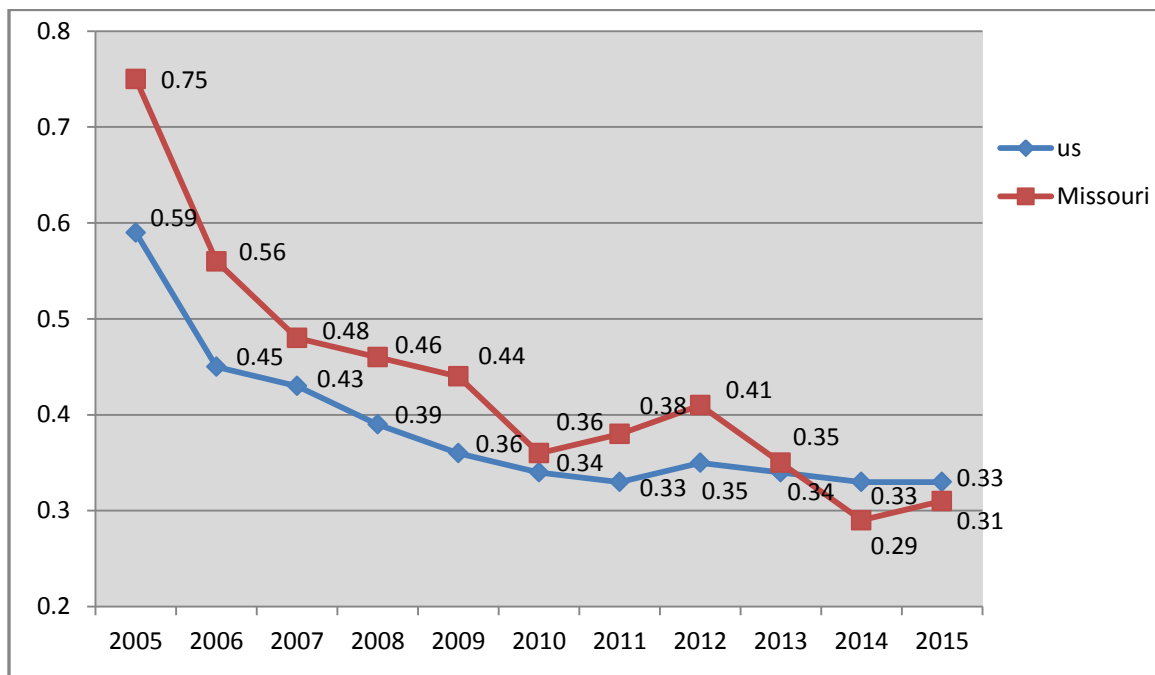
NOTE: Utilization of a new definition of the fatality rate began in 2007 and is based on the BAC of all involved drivers and motorcycle riders (operators)

Missouri followed guidance provided by the Federal Highway Administration and the American Association of State Highway and Transportation Officials in 2004 and established a coalition of safety advocates, The Missouri Coalition for Roadway Safety. The MCRS was charged with leading the statewide implementation of the first strategic highway safety plan, *Missouri's Blueprint for Safer Roadways* which set a goal of 1,000 or fewer fatalities by 2008. The MCRS implemented the fourth edition of the Blueprint, *Missouri's Blueprint – A Partnership Toward Zero Deaths*.

The significance of the MCRS is paramount to traffic safety and the reduction of alcohol-impaired driving in the state. The Coalition operates statewide with eleven subcommittees that are responsible for various areas of traffic safety. The Statewide Substance-Impaired Driving Subcommittee focuses on the area specific to reducing fatalities and serious injuries resulting from substance-impaired driving. The Statewide Substance-Impaired Driving Subcommittee was instrumental in hosting a

strategic planning meeting in 2008 with partners across the state, resulting in development of the first impaired driving strategic plan in the state. An additional summit was held in 2015 to update the plan for the third time. Information gained from both the strategic planning meeting and the *Substance-Impaired Driving Strategic Plan* was utilized in updating the statewide strategic plan - *Missouri's Blueprint to Save More Lives* and subsequent versions.

Additional information about the purpose and procedural guidelines of the MCRS can be found in Appendix A.

Missouri currently outlines efforts to improve traffic safety and reduce substance-impaired driving crashes through several statewide plans. These plans include *Missouri's Substance-Impaired Driving Strategic Plan; Missouri's Blueprint – A Partnership Toward Zero Deaths*; the *Highway Safety Plan & Performance Plan*; and the Department's *Tracker*. Each of the plans is developed in different fashions yet builds upon the other. The plans mentioned above can be located on the internet at the locations listed below:

Missouri's Blueprint – A Partnership Toward Zero Deaths –   www.savemolives.com

2015 Highway Safety Plan & Performance Plan – www.modot.org/safety/index.htm

Impaired Driving Strategic Plan – www.savemolives.com/impaired-driving.html

MoDOT's *Tracker* can be found at: www.modot.org/about/Tracker.htm

Introduction

In 2015, a total of 870 people died in traffic crashes on Missouri's roadways. One person was killed every 9.8 hours. The death rate was 1.21 per 100 million vehicle miles of travel. Although these numbers are still too high, Missouri has seen a significant decline in overall traffic fatalities since 2005. One area where less improvement has been made is in crashes caused by drivers who are impaired by alcohol. These drivers are responsible for causing a substantial number of traffic crashes on Missouri roads, especially those resulting in death or serious injury.

Substance-impaired driving involvement, in particular, was a significant contributing factor in Missouri's serious traffic crash experience in 2015. Of all 2015 Missouri traffic crashes, 4.1 percent involved a substance-impaired driver. However, of all fatal crashes, 26.2 percent had a substance-impaired driver. A total of 197 persons were killed and 3,604 were injured in these crashes. In 2015, one person was killed or injured in substance-impaired driving-involved crashes every 2.4 hours in the State. It should be noted that substance-impaired driving involvement is being under-reported as a causal factor in traffic crashes and is an even greater problem than the above statistics indicate. As indicated in the graphs below, alcohol-impaired driving-related traffic crashes and deaths are still a serious problem in Missouri.

Fatalities Involving Substance-Impaired Driving
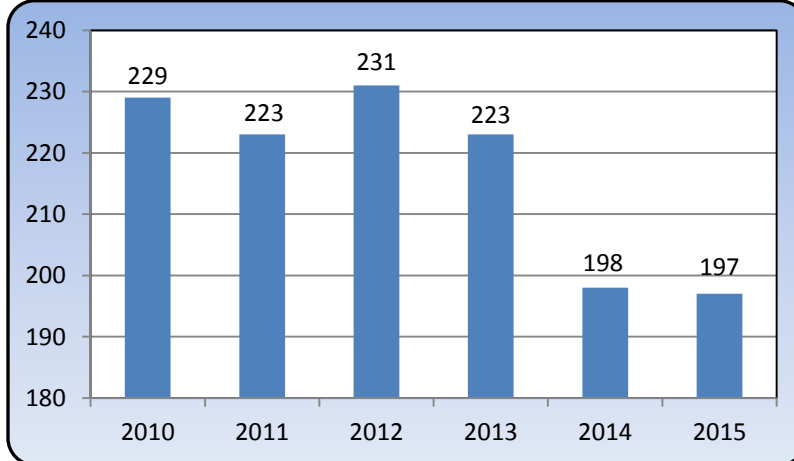
Year	Fatalities
2010	229
2011	223
2012	231
2013	223
2014	198
2015	197

Serious Injuries Involving Substance-Impaired Driving

Year	Serious Injuries
2010	934
2011	901
2012	884
2013	744
2014	725
2015	671
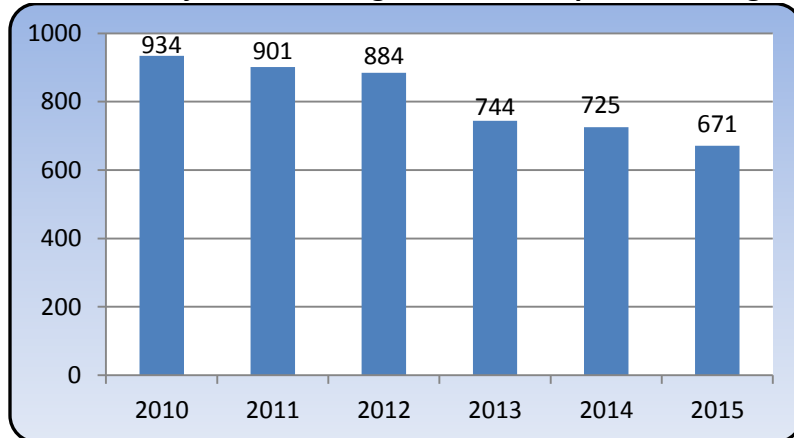
**Fatalities Involving Substance-Impaired Driving
(By Impairing Substance)**
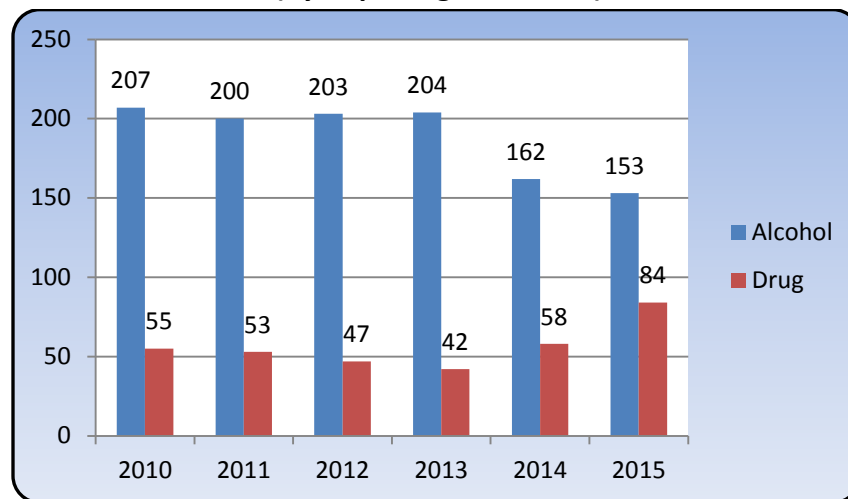
Note: The two categories of impairing substances cannot be added together. Subjects could have more than one impairing substance in their system.

**Serious Injuries Involving Substance-Impaired Driving
(By Impairing Substance)**
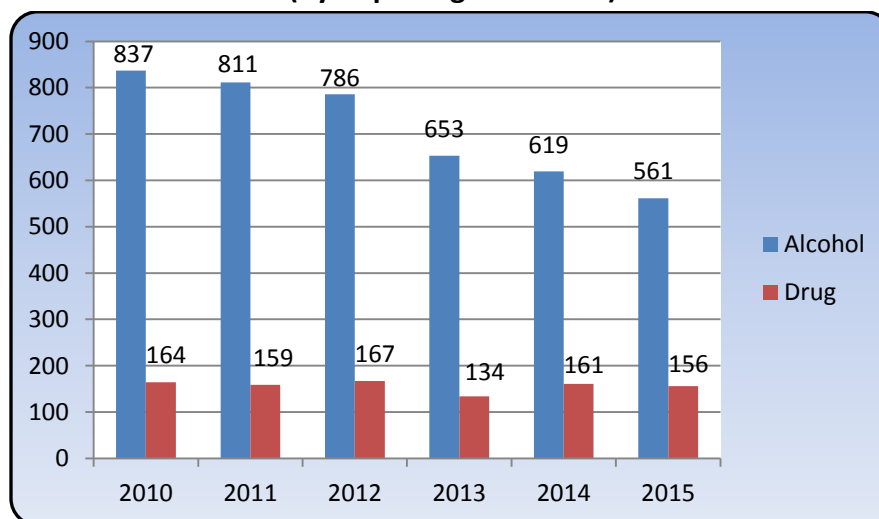
Note: The two categories of impairing substances cannot be added together. Subjects could have more than one impairing substance in their system.

Substance-impaired drivers typically make more than one bad decision. Often times they also choose not to wear their safety belts. Of those substance-impaired drivers who were killed in 2015 traffic crashes, 76.1 percent were not wearing a safety belt and 66.5 percent of those seriously injured were unbelted.

Missouri's Substance-Impaired Driving Strategic Plan focuses on reducing impaired driving crashes by including components in the area of program management and strategic planning,

prevention, the criminal justice system, communication, alcohol and other drug misuse, and program evaluation and data. Each of these components will be described in more detail throughout the plan with strategies outlined in order to achieve the specific goals listed below. This plan will also support the goals outlined in the Highway Safety Plan & Performance Plan, Alcohol and Other Drugs section.

Specific and Measureable Goals of the Impaired Driving Strategic Plan:

- Reduce the number of fatalities and serious injuries involving a substance-impaired driver.
- Reduce the number of fatal and serious injury crashes involving a substance-impaired driver.
- Reduce the number of fatalities involving an alcohol-impaired driver with .08 BAC or greater.
- Reduce the number of fatalities and serious injuries involving a drug-impaired driver (other than alcohol).
- Reduce the number of fatalities involving impaired drivers under the age of 21.
- Increase the number of limited driving privileges.
- Increase the number of DWI courts.
- Increase the number of graduates of DWI courts.
- Maintain the graduation rate of DWI court participants.
- Increase the percentage of DWI cases filed in circuit court (associate and circuit divisions.
- Increase the number of law enforcement agencies and local prosecutors making entries in DWITS.
- Decrease the percentage of chemical test refusals.
- Increase the number of offenders attending SATOP classes by program type (including the serious and repeat offender program).
- Decrease the percentage of repeat offenders through screening, education and/or treatment.
- Increase the number of DWI arrests.
- Increase guilty outcomes and total sentenced (excluding SES) for DWI (1st, 2nd, 3rd offense, etc).
- Increase the number of ignition interlock devices installed.
- Add goal for municipal courts. Increase the number of municipal courts using automated reporting systems.
- Add goal for increasing server training.

I. Program Management and Strategic Planning

Missouri's impaired driving program is based on strong leadership and sound policy development. Efforts are driven by data and focus on the most at-risk populations. Programs and activities carried out under the Strategic Plan are guided by problem identification and monitored for effectiveness.

➤ **Task Forces or Commissions** *(Authority & Basis for Operation of the Statewide Impaired Driving Subcommittee)***:**

Governor Mel Carnahan signed Executive Order 94-19 on May 25, 1994 establishing the Governor's Commission on Driving While Intoxicated and Impaired Driving and appointing the Director of the Department of Public Safety as the chair. The Commission met for several years and term limits for the commissioners were allowed to expire. The Governors elected since the Carnahan administration did not appoint new members to the Commission and the Commission was not very active. In fact, many of the members were no longer serving on the Commission.

Staff of Missouri's previous Governor, Jay Nixon, asked many questions about the Statewide Impaired Driving Subcommittee including structure and effectiveness. Governor Nixon convened several special meetings to address specific issues of concern and supported the structure of the Statewide Substance-Impaired Driving Subcommittee under the Missouri Coalition for Roadway Safety. A member of the Department of Public Safety served on the Statewide Substance-Impaired Driving Subcommittee and reported to the Governor's Office on issues of concern.

The Missouri Coalition for Roadway Safety was established in 2004 and led the effort to reduce fatalities and serious injuries resulting from traffic crashes through implementation of *Missouri's Blueprint for Safer Roadways* (now *Missouri's Blueprint – A Partnership Toward Zero Deaths).* As a natural result of the Coalition efforts, subcommittees were formed to work on specific areas of concern statewide such as substance-impaired driving related traffic crashes. At that time, Charles Jackson, Director of the Department of Public Safety and Chair of the Governor's Commission on Impaired Driving, agreed to integrate the Commission into the structure and process of the MCRS efforts. Joyce Shaul, Director of Highway Safety and the Governor's Highway Safety Representative at the time, sent a letter to each member of the Governor's Commission on Driving While Intoxicated and Impaired Driving discussing this plan. Since that time the Statewide Substance-Impaired Driving Subcommittee has been very active and is now chaired by Dwight Scroggins, Buchanan County Prosecutor and Captain Norman Murphy, Missouri State Highway Patrol. Statewide Substance-Impaired Driving Subcommittee members include representation from law enforcement, the criminal justice system, driver licensing, prevention, treatment and rehabilitation, ignition interlock program management, public health, Mothers Against Drunk Driving, public safety, and the Department of Transportation.

The Director of the Missouri Department of Transportation, Patrick McKenna, serves as the Governor's Highway Safety Representative and is very supportive of both the Missouri Coalition for Roadway Safety and each of the Statewide Subcommittees. MoDOT staff and funding are utilized to support the activities and structure of the MCRS.

The Statewide Substance-Impaired Driving Subcommittee meets quarterly and has most recently worked on issues such as legislation, DWI reporting, blood draws, updating breath alcohol instrumentation, BAC testing in fatal crashes and expansion of DWI courts in the state. The Substance-Impaired Driving Strategic Plan was created and endorsed by the Substance-Impaired Driving Subcommittee. The Substance-Impaired Driving Subcommittee will continue support of the Substance-Impaired Driving Strategic Plan by overseeing the implementation of strategies outlined in this document.

➤ **Strategic Planning** *(Development and Approval of Statewide Strategic Plan)***:**

On November 30 and December 1, 2015 the Substance-Impaired Driving Subcommittee and the Missouri Department of Transportation hosted a two-day Summit to update the existing Substance-Impaired Driving Strategic plan. The Uniform Guidelines for State Highway Safety Programs, Guideline Number 8, was utilized in development of the original plan. There were forty participants in attendance at the summit who represented law enforcement, prevention, treatment and recovery, rehabilitation, prosecution, courts, MADD, transportation, driver licensing, ignition interlock program management, NHTSA, Department of Health, and other traffic safety groups. The working document was updated to reflect comments and concerns from the planning group at the Summit to create the third version of Missouri's Substance-Impaired Driving Strategic Plan. **The Substance-Impaired Driving Subcommittee members have reviewed this plan and gave final approval on June 1, 2017 before submission to NHTSA.**

➤ **Program Management:**

The substance-impaired driving program is coordinated by a staff person with MoDOT's Traffic and Highway Safety Division, who serves as the substance-impaired driving coordinator for the Department. The coordinator works with the co-chairs of the Substance-Impaired Driving Subcommittee to facilitate coordination, resource sharing, communication and strategic planning among those who serve on the subcommittee and other agencies and organizations. In addition, the State has two Traffic Safety Resource Prosecutors who are instrumental with coordination efforts as well.

The Subcommittee guides efforts outlined in the Substance-Impaired Driving Strategic Plan. Individual members are often asked to provide updates to the Substance-Impaired Driving Subcommittee on particular areas of interest or concern to measure or evaluate progress (e.g., DWI courts, blood testing, BAC reporting, etc). Subcommittee members are very active in the area of substance-impaired driving and collectively bring a wealth of knowledge and experience to the table. A list of the Substance-Impaired Driving Subcommittee members can be found in Appendix B.

➤ **Resources:**

The structure of the MCRS, with eleven subcommittees and seven regional coalitions, allows for enhanced communication and resource sharing among all agencies and organizations involved. Although there is currently a heavy reliance on grant funding, there are other resources utilized in the state. Many agencies and organizations have funding that covers some of the substance-impaired driving programs.

However, frequently agencies struggle with limited funding to support the programs they are tasked with or stretching the funding to meet the demands placed on the system.

One such resource is the Mental Health Earnings Fund which funds the Substance Abuse Traffic Offender Program (SATOP) established by Missouri legislation in 1993. SATOP contracts with and certifies programs to provide assessment, education, and treatment interventions. SATOP is required by law for license reinstatement and is funded solely from fees paid by the SATOP participant.

Many of the costs associated with substance-impaired driving programs or sanctions in the State are borne by the DWI offender. Recoupment of those costs are collected or recovered in many ways; e.g., recoupment funds, DWI court participant fees, SATOP fees and direct cost charged by the service provider.

➢ **Data and Records:**

Missouri currently uses data from multiple sources including the Fatality Analysis Reporting System, State Traffic Accident Record System, the Traffic Management System, Department of Revenue Driver License Bureau and General Counsel, Judicial Information System, and Department of Mental Health, among others. The State also has a Traffic Records Coordinating Committee to represent the interests of the stakeholders in the data collection and reporting process.

Great strides have been made toward the goal of ensuring accurate criminal records with the creation of the DWI Tracking System (DWITS). DWITS offers law enforcement officers, prosecutors and courts the ability to get real time information on the impaired driving record of anyone arrested for a substance-impaired driving offense in this state. Unfortunately, reporting to DWITS is not currently mandatory and participation is not currently universal.

Section 43.544 Missouri Revised Statutes requires each law enforcement agency, county prosecuting attorney and municipal prosecutor to adopt a policy (and certify adoption of a policy) requiring arrest and charge information for all intoxication-related traffic offenses be forwarded to the central repository as required by Section 43.503 RSMo.

Missouri law currently requires an Alcohol Influence Report (AIR) to be filed any time someone is arrested for an intoxication related traffic offense and has a blood alcohol concentration of .08 (or .02 for minors) and above or refuses to submit to a chemical test. These reports are not always filed in a timely manner or filed at all. Also, unless there is a corresponding criminal conviction, a person who drives under the influence of a drug other than alcohol may avoid licensing sanctions.

While we have a thorough and comprehensive crash report, substance-impaired driving tends to be underreported, particularly as it relates to drugs other than alcohol. This is often due to a failure to report alcohol or drug use as a causal factor and a failure to recognize the indicators of impairment in all cases. In addition, once alcohol is found and the BAC is at or above .08 no further toxicological testing is conducted to determine drug involvement. In federal fiscal year 2016 and 2017 the Missouri State Highway Patrol Crime Lab worked with the Traffic and Highway Safety Division to implement a pilot project that allows for the testing of drugs in drivers who were killed in fatal crashes. The final report on

this project was not yet completed at the time of this report. This project will provide some baseline information regarding the presence of drugs in those drivers involved in fatal crashes.

The Missouri Drug Recognition Expert Tracking System was implemented in 2016 to capture information from the evaluations that Drug Recognition Experts conduct. The system also allows for better coordination of the DRE certification process and transmittal of information to the National system. This system will allow for data collection on evaluations that are conducted on drug-impaired drivers. Some of the information that can be collected will be: the number of DREs in the state; which law enforcement agencies have DREs; number of DRE instructors; and the types of drugs identified in an impaired driver's system.

➢ **Communication Program:**

Missouri currently has a very aggressive statewide communication program that is coordinated through the Public Information and Education Subcommittee of the MCRS. The chairs of the PI&E subcommittee are members of MoDOT staff and coordinate efforts of the PI&E Subcommittee. The PI&E Subcommittee coordinates all traffic safety related activities of the MCRS including the Substance-Impaired Driving Subcommittee. Members of the PI&E Subcommittee can be found in Appendix C.

Many of the statewide communication efforts can be found on the MCRS website at www.saveMOlives.com. Information about each of the traffic safety campaigns are on that site as well as media releases, graphics, statistics and more. The website allows members of the coalition and public to access traffic safety information in one location and in a timely manner.

It is important to mention that many of the traffic safety partners also have their own campaigns as well. For example, MADD and the Missouri State Highway Patrol conduct very specific impaired driving campaigns while supporting the MCRS efforts as well. Participating agencies and

organizations use the same ARRIVE ALIVE logo or message whenever possible to leverage campaign message, budgets and overall efforts.

The vast majority of PI&E efforts center around earned and paid media efforts in support of Missouri's high visibility enforcement. Those efforts are outlined more specifically in the criminal justice section of this plan with a heading titled "Publicizing High Visibility Enforcement."

Strategies in the Program Management and Strategic Planning Area:

1. Formalize activities of the Substance-Impaired Driving Subcommittee:
   a. Keep official minutes for each meeting;
   b. Expand membership to include key areas that are not currently represented (i.e., the defense bar, judges, hospitality industry);
   c. Formalize the operational procedures for the subcommittee; and
   d. Adopt parliamentary procedures to govern voting and other actions taken by the subcommittee.
2. Develop and update short and long term objectives in order to meet the goals outlined in the strategic plan.
3. Enact legislation that provides resources dedicated to substance-impaired driving in the state.
4. Educate state, county and local officials about the value of substance-impaired driving initiatives.
5. Educate law enforcement agencies and prosecuting attorneys about their ability to recoup the costs of substance-impaired driving investigations and ensure that these funds are returned to the arresting agency for DWI enforcement efforts.

II. Prevention

Missouri will seek to reduce the incidences of substance-impaired driving through public health approaches, including altering social norms, changing risky and dangerous behaviors, and creating safer environments.

➢ **Promote Responsible Alcohol Service:**

Service to underage drinkers and over-service to those over 21 by bars and restaurants contributes to impaired driving crashes in this state. Missouri conducts a variety of programs that address this particular issue including: online server training; a university based designated driver program; and an educational program geared for Missouri college student organizations to promote hosting responsible events and parties.

State budget cuts during the 2010 legislative session eliminated seventeen liquor control agents within the Division of Alcohol and Tobacco Control who participated in the underage drinking prevention program. The State of Missouri still has an underage drinking prevention program; however,

this action forced different approaches to combat this issue and places more burden on local jurisdictions to fill the gap. The budget cuts to the Division of Alcohol and Tobacco Control limited the ability of their staff to continue training for alcohol beverage retailers and servers. However, local community coalitions are working with ATC agents to coordinate retail beverage service training and promote the importance of alcohol retailers.

In an effort to fill some of the gap created, The Wellness Resource Center at the University of Missouri–Columbia offers online training to alcohol beverage retailers and servers free of charge. The State of Missouri Alcohol Responsibility Training (SMART) is sponsored by MoDOT and was created with the help of an advisory board of police, bar owners, the Division of Alcohol and Tobacco Control, Partners in Prevention, and Partners in Environmental Change coalitions (UMC based programs). The SMART program launched on December 1, 2004 and is proving to be a very successful program. The Wellness Resource Center promotes the SMART program statewide and works with the Missouri Petroleum Marketers and Convenience Store Association to publish articles in MPCA's newsletter, in addition to conducting other marketing and promotional activities.

SMART is an online responsible beverage service training program that covers the problems of serving underage patrons: how to spot a fake ID; and the laws and liability concerns related to serving underage customers. In addition, the second phase of the training covers the problem of over serving patrons: how to spot someone who's intoxicated; tips on how to keep someone from becoming intoxicated; tips on how to handle an intoxicated customer; and laws and liability concerns related to serving intoxicated customers. Servers and sellers of alcohol take a test upon completion of the program which provides them with certification for a two year period. The program allows managers of retail establishments to access information and check which employees have or have not passed the program. In the first year, over 1,200 servers had enrolled in the program with 885 servers completing certification. In 2007, three years after the launch of the program, 255 establishments were enrolled representing 18 counties. In 2008, the program was expanded to offer training services to employees of package liquor stores and grocery stores. By the fall of 2012, 1,658 businesses and groups had enrolled with 9,776 servers enrolled and 6,832 servers holding current certification. The program was overhauled in December of 2014, and since then the program has had 26,573 total users.

MoDOT's Traffic and Highway Safety Division provides grant funding for high visibility enforcement during the National Labor Day crackdown and quarterly enforcement activities. The quarterly effort in May will focus on underage drinking during the graduation season through compliance checks and/or party dispersal activities. Underage drinking enforcement activities will focus on the twenty-two counties that rank within the top twenty with the highest incidence of fatal and serious injury crashes where at least one driver was a drinking driver under 21. Those counties are: St. Louis, Jackson, St. Charles, Greene, Boone, Jefferson, Clay, Jasper, Franklin, St. Louis City, Buchanan, Johnson, Cass, Newton, Christian, Howell, St. Francois, Taney, Butler, Cape Girardeau, Pettis, and Phelps. More information on the HVE program can be found in the Criminal Justice Section of this plan. In addition UMC has funding for enforcement and year-round projects through HS.

Strategies for Promoting Responsible Alcohol Service:

1. Provide training to local municipalities on creation and implementation of mandatory alcohol beverage service laws.
2. Establish regulations to require server training and certification or licensing for individuals who will be serving alcohol in retail establishments.
3. Promote and expand the approved server training program.
4. Establish additional cooperative local partnerships between law enforcement agencies and bar and restaurant owners, their associations and representatives, and retailers or anyone who sells alcohol and drugs.
5. Increase compliance checks of local retail establishments.
6. Recognize retail clerks and servers that ask for ID through a YouCard, We Care campaign.
7. Look at ways to prevent alcohol service to minors in retail establishments.
8. Develop and promote model ordinances and best practices for responsible beverage serving, server training programs, and enforcement programs.
9. Continue to improve youth alcohol impairment prevention programs such as Underage Drinking Law Enforcement Program Training, TREND, SADD, Traffic Offenders Program, AlcoholEdu, and MADD programs.

➢ **Promote Transportation Alternatives:**

Missouri is a largely rural state which presents unique challenges for promoting transportation alternatives. Even in small communities, however, designated driver programs can be effective. In more urban areas, efforts can be directed at promoting designated driver and safe ride programs and in making the communities aware of public transportation options.

The Wellness Resource Center at the University of Missouri–Columbia coordinates the CHEERS program by educating college students in Missouri about the importance of using a designated driver who has had nothing to drink through programs and educational information. CHEERS was designed as a rewards program to increase the number of designated drivers throughout the state of Missouri. As an environmental approach to reducing irresponsible drinking and the number of impaired drivers, bars, restaurants and nightclubs participating in CHEERS provide free non-alcoholic beverages to designated drivers. This serves as an incentive for those being responsible for the safety of their friends and community, and reiterates in the community that drinking and driving is unacceptable. The CHEERS program is present on 21 individual campus or community chapters across the state and has over 250 establishments participating.

Drive Safe, Drive Smart is an educational campaign for Missouri college students to decrease a range of unsafe driving behaviors, including impaired driving. The campaign works to educate students through social media, outreach at 21 Missouri Partners in Prevention campuses, and billboards across

the state about the dangers of impaired driving. Drive Safe, Drive Smart uses data from the Missouri Assessment of College Health Behaviors to provide social norming messages to increase good behaviors and normalize safe driving choices. Drive Safe, Drive Smart also provide information about safe ride and designated driver programs, consequences of impaired driving and more.

> Strategies for Promoting Transportation Alternatives:
>
> 1. Encourage efforts to promote programs that allow drinkers 21 and older to reach their destinations without driving, especially in high risk communities during high risk times.
> 2. Explore ways to expand and increase awareness of existing transportation alternatives in the state.
> 3. Provide a link to cab information on saveMOlives website.
> 4. Educate bar owners and cab companies about existing transportation alternatives.
> 5. Expand partnerships with cab companies and taxi commissions to promote safe transportation alternatives.

➢ **Conduct Community Based Programs:**

Missouri seeks to prevent substance-impaired driving fatalities by educating its citizens about the dangers it presents and the costs it can impose on the community, innocent victims, and offenders. Community-based programs presented through a variety of settings help in this effort. The Missouri State Highway Patrol, MADD, SADD, ThinkFirst Missouri, ACT Missouri, local law enforcement agencies, Safety Councils, and many others provide educational programs and literature regarding the impact of impaired driving to schools, employers and community groups. In addition, the seven regional coalitions under the MCRS offer programs and materials to local community groups.

Below are a few examples of programs offered in Missouri:

- ThinkFirst Missouri is an evidence-based trauma prevention program of the University of Missouri, School of Medicine, Department of Physical Medicine & Rehabilitation. This chapter serves as an affiliate chapter of the ThinkFirst National Injury Prevention Foundation and offers the following traffic safety programs in Missouri: ThinkFirst for Teens, the Traffic Offenders Program, the Community/Corporate Traffic Safety Program, and First Impact (a GDL education program for parents of new drivers).
- MADD Power of Parents and Power of Youth programs are part of a community mobilization to educate entire communities about the dangers and impact of underage alcohol use. Power of Parents seeks to equip parents to have intentional, ongoing and potentially lifesaving conversations about alcohol with their kids. Power of Youth empowers teens to resist peer pressure to make smart, healthy decisions about not drinking alcohol before they turn 21 and to never get in a car with someone who has been drinking. Missouri's hopes for a safer future are riding on tomorrow's drivers and we want to get our youth off to a good start. MADD is focused

on tackling underage drinking, a problem that threatens the safety of our kids and endangers entire communities, now and down the road.

- Missouri Partners in Prevention (PIP) is a statewide coalition of twenty-one institutions of higher education in Missouri and relevant state agencies (Division of Behavioral Health, Division of Traffic and Highway Safety) that collaboratively develop strategies for reducing and preventing high-risk drinking among Missouri college students. PIP's primary goals include enhancing the communication network among campus administrators, law enforcement and policy professionals, communicating with college students and their parents about underage alcohol use and high risk drinking, and improving universities' effectiveness at decreasing the abuse of alcohol and other drugs among Missouri college students. The heart of PIP's coalition is the collaboration that exists between prevention professionals in state agencies and on college and university campuses. At monthly meetings, PIP representatives discuss current prevention issues and trends and receive advice and suggestions from each other and from their colleagues in state agencies. During these monthly meetings, the representatives are trained on relevant prevention issues, including communication strategies related to underage alcohol use and high risk drinking.

- Missouri Safe and Sober Program is a free and effective program that educates students on the dangers of drugs and alcohol while reinforcing positive decision making and responsibility. The program is designed to give high school and middle school students along with their parents and teachers the information they need to prevent underage drinking. By properly educating students and their parents on the criminal, civil, personal and emotional consequences of underage drinking, the hope is to encourage safe choices both now and as the students' transition toward adulthood.

- AlcoholEdu is proven to reduce negative consequences associated with underage drinking. This program began at the college level to reduce underage drinking in college communities. However, colleges and universities indicated the need at the high school level. Therefore, it is now being provided by local coalitions and school districts at the high school level. Through this scalable online program, high schools and colleges can reach all students with a consistent message and empower them to make safer and healthier decisions about alcohol. The program provides real-time aggregate data to the school and the community.

Strategies for the Area of Conducting Community-Based Programs:

1. Expand screening and brief intervention programs in schools.
2. Incorporate coalition/team training strategies using the structure of the community coalitions already in place.
3. Continue to educate youth, parents and the community about substance use issues.
4. Develop model policies for schools to address underage drinking issues.
5. Expand Drug Impairment Training for Educational Professionals.
6. Expand the Safe and Sober program in schools.
7. Work with employers to review their safety policies as they relate to the issue of impaired driving.
8. Educate employers about the ignition interlock laws and requirements in the state.
9. Increase communication between the Substance-Impaired Driving Subcommittee and the regional coalitions and other organizations (e.g., school resource officers, Juvenile Justice, children's division).
10. Increase support of substance-impaired driving mobilizations.
11. Expand MADD's Power of Parents and Power of Youth Programs in Missouri.
12. Expand AlcoholEdu programs in Missouri.

III. Criminal Justice System

All of the components of the criminal justice system in Missouri—law enforcement, prosecutors, courts, probation and parole, and our driver licensing authority—work together to achieve specific and general deterrence of impaired driving. Specific deterrence focuses on holding accountable those individuals who drive under the influence of alcohol and other drugs by imposing appropriate sanctions upon arrest which can include criminal penalties, driver license sanctions and assessment and treatment for substance use issues. General deterrence focuses on creating a perception that impaired drivers will be apprehended and prosecuted thereby discouraging people from driving under the influence. Efforts in each component of the criminal justice system are described in detail below.

➤ **Laws:**
   (Please note that the information below reflects the criminal code revision effective January 1, 2017)

Missouri currently has two separate criminal offenses that address impaired driving. The general driving while intoxicated statute (section 577.010, RSMo) makes it an offense to drive in an intoxicated or drugged condition. This includes being under the influence of alcohol, a controlled substance, a drug or a combination of any of these. There is a separate criminal offense for driving with excessive blood alcohol content (section 577.012, RSMo), which is defined as having a blood alcohol concentration of .08 or above. Although Missouri does not have a statute that specifically imposes additional license sanctions for driving with a high BAC, additional criminal penalties are available for offenders who operate a motor vehicle with a BAC of .15 or above and for offenders who operate a motor vehicle with a BAC of .20 or above. Missouri does have laws regarding repeat offenders and imposing harsher

criminal sanctions for each subsequent offense, laws making it a crime to drive with a revoked or suspended license, laws making it a crime to drive impaired with a minor in the vehicle, and laws making it a crime to kill or injure another person while driving under the influence of alcohol or other drugs.

Under the provisions of sections 577.010 and 577.012, RSMo, an offender who pleads or is found guilty of a first impaired driving offense cannot be granted a suspended imposition of sentence (SIS) unless he or she is placed on a term of probation for a minimum of two years. If an offender has a blood alcohol concentration of .15 percent or greater, and a DWI court or other court-ordered treatment program is available in that judicial circuit, the person cannot be granted suspended imposition of sentence (SIS) until he or she successfully completes the treatment program. If a suspended imposition of sentence is not imposed under these provisions, then an offender who tests a .15 percent to .20 percent BAC must serve a minimum of 48 hours imprisonment and an offender who tests a .20 percent or above must serve a minimum of five days imprisonment. In addition, under several provisions of Missouri law, impaired driving offenders must complete an approved substance abuse traffic offender program (SATOP) for license reinstatement. A court-ordered waiver of the SATOP requirement is not permitted for offenders who have more than one alcohol offense or who test a .15 percent or above BAC.

Missouri law enhances the criminal penalties for repeat impaired driving offenders. In addition to the penalties outlined below, a court may also require, as part of probation and parole, a period of continuous alcohol monitoring or verifiable breath alcohol testing performed at a minimum of four times per day. Prior offenders are not eligible for a suspended imposition of sentence OR a fine in lieu of imprisonment.

Prior Offender - a person who has been found guilty of one intoxication-related traffic offense, where such prior offense occurred within five years of the occurrence of the intoxication-related traffic offense for which the person is charged.

- Class A Misdemeanor – Up to one year in jail and a fine not to exceed two thousand dollars.
  - Subject to a term of imprisonment of not less than ten days:
    - Unless as a condition of such parole or probation such person performs at least thirty days of community service under the supervision of the court in those jurisdictions which have a recognized program for community service; or
    - The offender participates in and successfully completes a program established under section 478.007 or other court-ordered treatment program, if available, and as part of either program, the offender performs at least thirty days of community service under the supervision of the court.

Persistent Offender – a person who has been found guilty of two or more intoxication-related traffic offenses committed on separate occasions.

- Class E Felony – up to four years in prison and a fine not to exceed ten thousand dollars.
  - Subject to a term of imprisonment of not less than thirty days:

- Unless as a condition of such parole or probation such person performs at least sixty days of community service under the supervision of the court in those jurisdictions which have a recognized program for community service; or
- The offender participates in and successfully completes a program established under section 478.007 or other court-ordered treatment program, if available, and as part of either program, the offender performs at least sixty days of community service under the supervision of the court.

Aggravated Offender - a person who has been found guilty of: (a) Three or more intoxication-related traffic offenses committed on separate occasions; or (b) Two or more intoxication-related traffic offenses committed on separate occasions where at least one of the intoxication-related traffic offenses is an offense committed in violation of any state law, county or municipal ordinance, any federal offense, or any military offense in which the defendant was operating a vehicle while intoxicated and another person was injured or killed.

- Class D Felony – up to seven years in prison and a fine not to exceed ten thousand dollars.
  - Shall not be eligible for parole or probation until he or she has served a minimum of sixty days imprisonment.

Chronic Offender - a person who has been found guilty of: (a) Four or more intoxication-related traffic offenses committed on separate occasions; or (b) Three or more intoxication-related traffic offenses committed on separate occasions where at least one of the intoxication-related traffic offenses is an offense committed in violation of any state law, county or municipal ordinance, any federal offense, or any military offense in which the defendant was operating a vehicle while intoxicated and another person was injured or killed; or (c) Two or more intoxication-related traffic offenses committed on separate occasions where both intoxication-related traffic offenses were offenses committed in violation of any state law, county or municipal ordinance, any federal offense, or any military offense in which the defendant was operating a vehicle while intoxicated and another person was injured or killed.

- Class C Felony – three to ten years in prison and a fine not to exceed ten thousand dollars.
  - Shall not be eligible for parole or probation until he or she has served a minimum of two years imprisonment.

Habitual Offender - a person who has been found guilty of: (a) Five or more intoxication-related traffic offenses committed on separate occasions; or (b) Four or more intoxication-related traffic offenses committed on separate occasions where at least one of the intoxication-related traffic offenses is an offense committed in violation of any state law, county or municipal ordinance, any federal offense, or any military offense in which the defendant was operating a vehicle while intoxicated and another person was injured or killed; or (c) Three or more intoxication-related traffic offenses committed on separate occasions where at least two of the intoxication-related traffic offenses were offenses committed in violation of any state law, county or municipal ordinance, any federal offense, or any military offense in which the defendant was operating a vehicle while intoxicated and another person was injured or killed; or (d) While driving while intoxicated, the defendant acted with criminal negligence to cause the death of any person not a passenger in the vehicle, cause the death of two or more persons, or cause the death of any person while he or she has a BAC of .18 or above.

- Class B Felony – a term of years not less than five years and not to exceed fifteen years of imprisonment.
    - o Must serve 85% of sentence
- Class A Felony, if the defendant is a habitual offender as a result of being found guilty of driving while intoxicated and acting with criminal negligence to cause the death of any person not a passenger in the vehicle, cause the death of two or more persons, or cause the death of any person while he or she has a BAC of .18 or above and is found guilty of a subsequent violation. A term of years not less than ten years and not to exceed thirty years, or life imprisonment.

DWI/BAC Enhancements

B misdemeanor	A misdemeanor	E Felony	D Felony	C Felony	B Felony
• First offense [1] • 1 prior that did NOT occur w/in 5 years	• 1 prior w/in 5 years[2] • A person less than 17 years old is in the vehicle[3]	• 2 prior offenses[4]	• 3 prior offenses[5] • 2 prior offenses; one of which another person was injured or killed[6]	• 4 prior offenses[7] • 3 prior offenses; one of which another person was injured or killed[8] • 2 prior offenses; both of which another person was injured or killed[9]	• 5 prior offenses[10] • 4 prior offenses; one of which another person was injured or killed[11] • 3 prior offenses; 2 of which another person was injured or killed[12] • 1 prior offense where any person not in vehicle was killed; or 2 people were killed; or 1 person was killed and BAC .18 or higher[13]

*The following citations are for DWIs. The corresponding excessive BAC statute can be found in Section 577.012.3

1. 577.010.2(1)
2. 577.010.2(2)(a) and 577.001(20)
3. 577.010.2(2)(b)
4. 577.010.2(3)(a) and 577.001(18)
5. 577.010.2(4)(a) and 577.001(1)(a)
6. 577.010.2(4)(a) and 577.001(1)(b)
7. 577.010.2(5)(a) and 577.001(5)(a)
8. 577.010.2(5)(a) and 577.001(5)(b)
9. 577.010.2(5)(a) and 577.001(5)(c)
10. 577.010.2(6)(a) and 577.001(11)(a)
11. 577.010.2(6)(a) and 577.001(11)(b)
12. 577.010.2(6)(a) and 577.001(11)(c)
13. 577.010.2(6)(a) and 577.001(11)(d)

DWI Injury or Fatality Cases

E Felony	D Felony	C Felony	B Felony	A Felony
• Cause physical injury to another person[1]	• Cause physical injury to a law enforcement officer or emergency personnel[2] • Cause serious physical injury to another person[3]	• Cause serious physical injury to a law enforcement officer or emergency personnel[4] • Cause the death of another person[5]	• Cause the death of a law enforcement officer or emergency personnel[6]	• Cause the death of another person in violation of 577.001(d)(11) and has previously been convicted of causing the death of another person in violation of 577.001(d)(11)[7] • 2nd degree murder[8]

1. 577.010.2(3)(b)
2. 577.010.2(4)(b)
3. 577.010.2(4)(c)
4. 577.010.2(5)(b)
5. 577.010.2(5)(c)
6. 577.010.2(6)(b)
7. 577.010.2(7)
8. 565.021.1(2)

Sentencing

B Misdemeanor	A Misdemeanor	E Felony	D Felony	C Felony	B Felony

• Up to 6 months in jail[1] and/or $1,000 fine[2]	• Up to 1 year in jail[3] and $2,000 fine[4]
	• Minimum 10 days in jail[5]
	  • Or 30 days of community service[6] OR DWI Court[7]
		• Up to 4 years in prison[8] and $10,000 fine[9]
		• Minimum 30 days in jail[10]
		  • Or 60 days of community service[11] OR DWI Court[12]
			• Up to 7 years in prison[13] and $10,000 fine[14]
			• Minimum 60 days in jail[15]
				• 3-10 years in prison[16] and $10,000 fine[17]
				• Minimum 2 years in prison[18]
					• 5-15 years[19]
					• Must serve 85% of sentence[20]

*Prior offenders are not eligible for a Suspended Imposition of Sentence OR a fine in lieu of imprisonment 577.010.6(1)

*Prior offenders are not eligible for jury sentencing 577.023.7

1. 558.011.1(7)
2. 558.002.1(3)
3. 558.011.1(6)
4. 558.002.1(2)
5. 577.010.6(2)
6. 577.010.6(2)(a)
7. 577.010.6(2)(b)
8. 558.011.1(5)
9. 558.002.1(1)
10. 577.010.6(3)
11. 577.010.6(3)(a)
12. 577.010.6(3)(b)
13. 558.011.1(4)
14. 558.002.1(1)
15. 577.010.6(4)
16. 558.011.1(3)
17. 558.002.1(1)
18. 577.010.6(5)
19. 558.011.1(2)
20. 558.019.3

Missouri law currently allows for law enforcement agencies to conduct sobriety checkpoints, utilize passive alcohol sensors, and obtain more than one evidential chemical test. Missouri law also provides that officers may administer a pre-arrest chemical test to any driver suspected of driving while intoxicated or with excessive blood alcohol content. Missouri law instructs law enforcement officers to make all reasonable efforts to administer a chemical test to any person suspected of driving a motor vehicle that is involved in a collision resulting in death or serious physical injury.

With regard to penalties, Missouri imposes license sanctions for refusing to submit to a chemical test and for testing .08 or above for adult drivers, and .02 or above for minors. This sanction is a 90-day license suspension for testing over the statutory threshold for a first offense, and a one-year revocation for an offender with a prior alcohol offense within a five-year period. A one-year license revocation is imposed for those drivers refusing to submit to a chemical test. Missouri has a Minor in Possession and an Abuse and Lose law, which makes it illegal for any person under 21 years of age to purchase, possess or consume ANY amount of alcohol (.02 percent or above) or controlled substance. In addition, Missouri's Abuse and Lose Law makes it illegal for any person over the age of 21 years of age to possess or use a controlled substance while operating a motor vehicle. Under both laws their driver license will be suspended or revoked.

Missouri statute requires certain offenders to install an ignition interlock on vehicles they operate in order to get their driver license reinstated. In addition, Missouri has law requires impaired driving offenders to be assessed for substance use issues and to receive treatment, where appropriate. More information on assessment and treatment requirements can be found in that section of this plan.

Where a driver is operating a motor vehicle, and either tests over the statutory limit for alcohol concentration (adult or minor) or refuses to submit to a chemical test, the arresting officer is to forward a standard Alcohol Influence Report form to the Department of Revenue. The report is used to determine whether a license suspension or revocation will be imposed. Department staff recently compiled statistics from these reports for a five-year period from 2011 through 2016. The statistics reveal that over this five-year period the number of reports filed with the Department by law enforcement officials statewide have decreased by 31 percent. While the total number of offenders reported to the Department has declined, the percentage of drivers who refuse to submit to chemical testing has remained relatively level, increasing from 31 percent of the total in 2011 to 32 percent in 2016, indicating that nearly one third of drivers arrested refuse to submit to testing. Significantly, during this same period, the average blood alcohol concentration for drivers who tested increased from a .152 percent average in 2011 to .159 percent in 2016. This evidences a very clear trend in the state of Missouri where although far fewer drivers are arrested for driving while intoxicated, the average blood alcohol concentration for those arrested has increased substantially. Over a ten-year period, the average blood alcohol concentration has increased from 0.149 percent to 0.159 percent.

 Substance-impaired drivers typically make more than one bad decision. Often times they also choose not to wear their safety belts. Of those substance-impaired drivers who were killed in 2015 traffic crashes, 76.1 percent were not wearing a safety belt and 67.1 percent of those seriously injured were unbelted.

Missouri does not currently have laws criminalizing the refusal of a chemical test or the possession of an open container in the passenger compartment of a vehicle. This type of legislation has been filed in the past but has not passed through the legislature. Despite this fact, other laws could be adopted to improve the enforcement and prosecution of impaired drivers.

Strategies in the Area of Legislation:

1. Seek primary enforcement of Missouri's seat belt law.
2. Make it a crime to refuse to submit to a breath test upon arrest for a substance-impaired driving offense.
3. Seek legislation to amend the appeal process for chemical refusal license appeals removing them from the Circuit Court and placing them in the Department of Revenue administrative process.
4. Expand local primary seat belt ordinances.
5. Seek legislation that would subject individuals who drive under the influence of a drug other than alcohol to civil licensing sanctions where there is a toxicology report that is positive for illicit drug use or prescription drug misuse.
6. Seek legislation requiring mandatory input of all arrest and prosecution information on intoxication-related traffic offenses into the DWI Tracking System.
7. Improve/enhance civil liability of dram shop law.
8. Enact legislation that provides resources dedicated to substance-impaired driving in the state.
9. Modify current statutes to clarify that a penalty may be imposed on hospital staff that refuse a law enforcement officer's request or court order to draw blood from a substance-impaired driving suspect.

➢ **Enforcement:**

Missouri conducts frequent, highly visible, well publicized and fully coordinated substance-impaired driving enforcement efforts throughout the state. These efforts are focused on those areas identified as having high incidences of alcohol or drug related crashes. These efforts include sobriety checkpoints and saturation patrols, often conducted on a multi-jurisdictional basis. When these efforts are funded with grants from the Traffic and Highway Safety Division, they are publicized through a pre-event announcement, signage at the location, and a post-event news release detailing the number of vehicles stopped and arrests made. Investigating officers working these efforts are trained in the proper administration of the standardized field sobriety tests.

The Traffic and Highway Safety Division works with the Law Enforcement Traffic Safety Advisory Council to establish quarterly enforcement periods and the annual Labor Day Crackdown. The enforcement efforts have been and continue to be coordinated through a grant with the Missouri Safety Center to cover overtime enforcement during the following timeframes:

- Labor Day Crackdown in August/September
- Holiday Campaign in December
- St. Patrick's Day in March
- Graduation Season in May
- Independence Holiday in July

The charts below represent data compiled from the law enforcement reports submitted to MoDOT's Traffic and Highway Safety Division after each of the quarterly and annual mobilizations mentioned above. This activity only represents the activity during those mobilizations and does not include other enforcement efforts such as those conducted through yearlong grants and/or normal enforcement activities conducted by law enforcement agencies.

Law Enforcement Participation in Impaired Driving Mobilizations

Number of Hours Worked During Impaired Driving Mobilizations
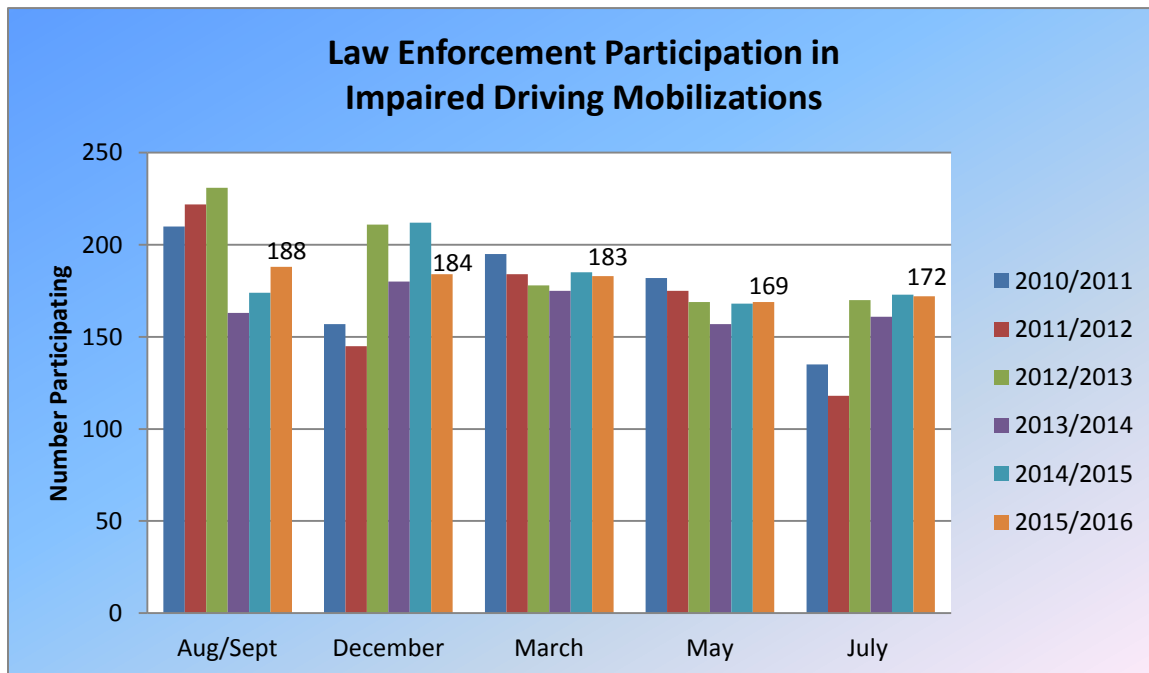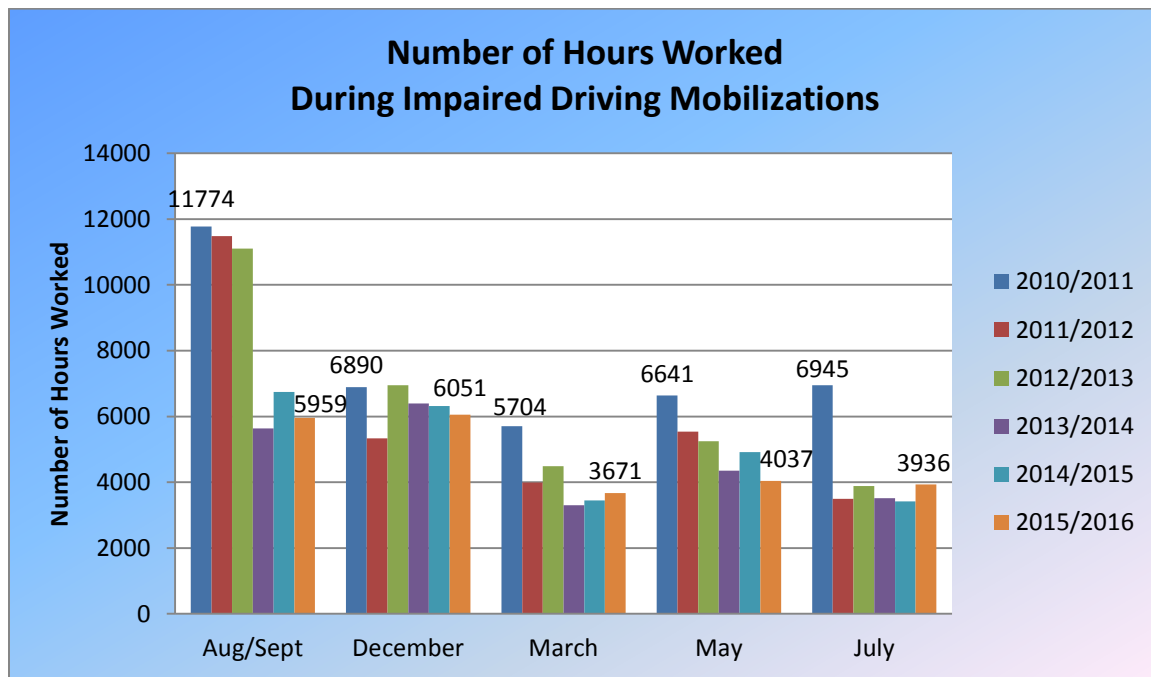
Although law enforcement participation increased, the number of hours worked decreased in 2012 due to Hurricane Isaac which hit the southern gulf coast in late August of 2012. Missouri received a lot of rain which impacted enforcement efforts.

Total Arrests During Mobilizations
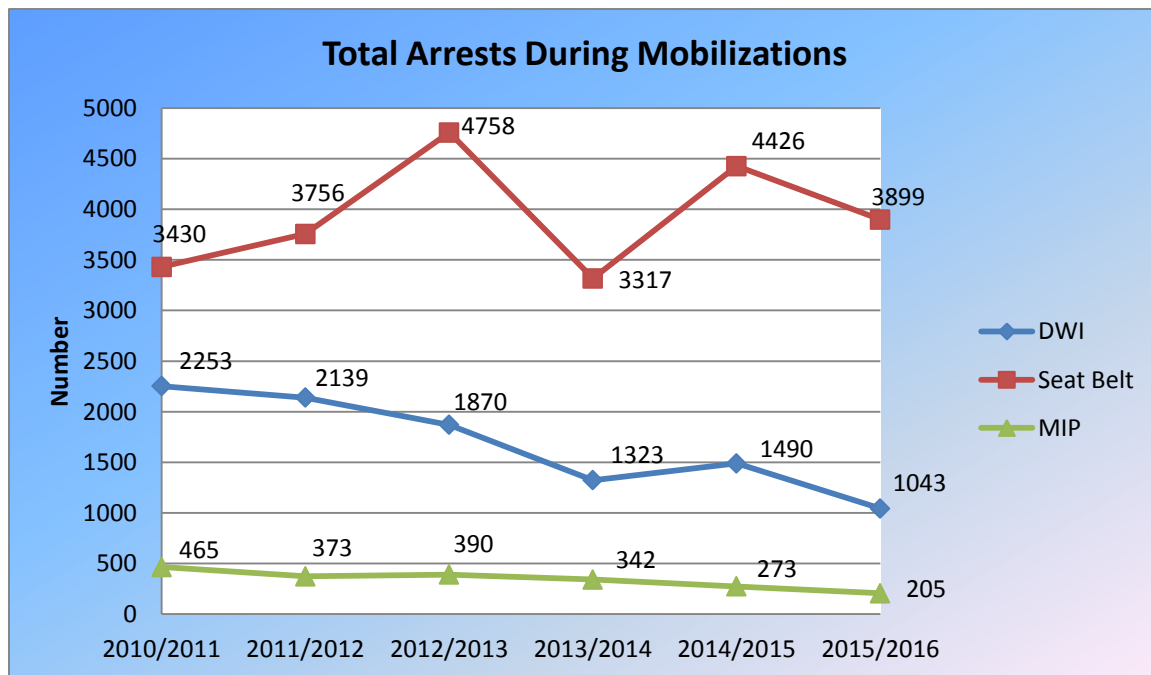
The number of DWI arrests decreased in 2012 due to Hurricane Isaac which hit the southern gulf coast in late August of 2012. Missouri received a lot of rain which impacted enforcement efforts. Law enforcement participation continues to decline since the unrest in Ferguson in 2014.

Sobriety Checkpoint & Drug Recognition Activity During Mobilizations
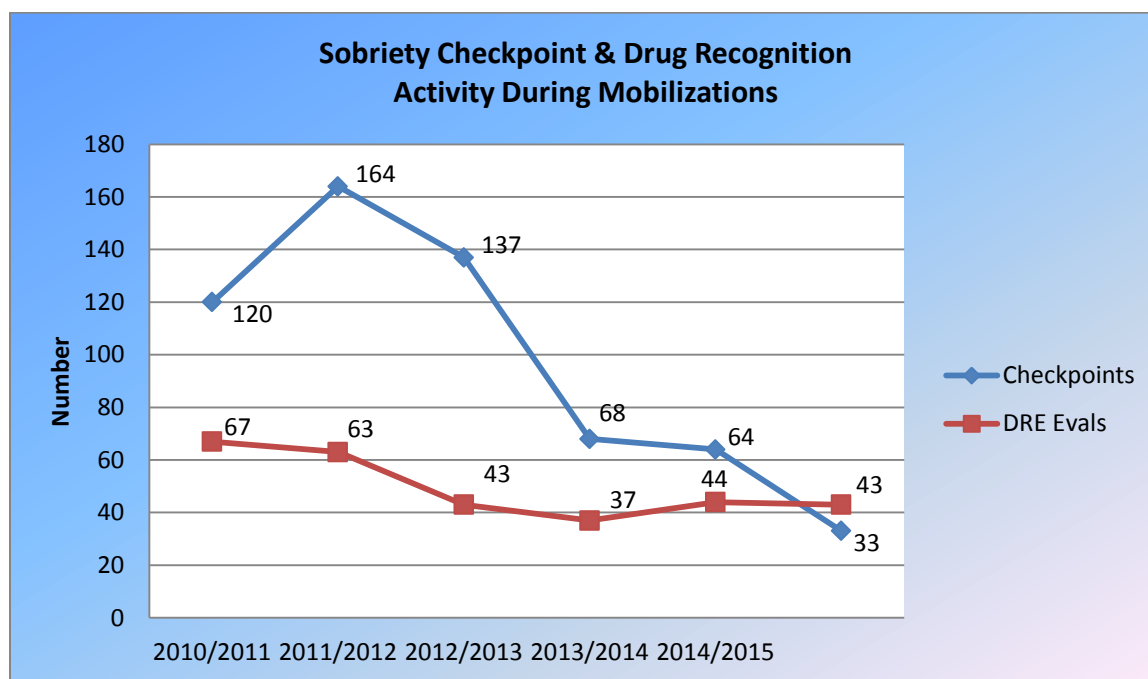
The number of sobriety checkpoints and activity by the drug recognition experts decreased in 2012 due to Hurricane Isaac which hit the southern gulf coast in late August of 2012. Missouri received a lot of rain which impacted enforcement efforts. Law enforcement participation continues to decline since the unrest in Ferguson in 2014.

The Traffic and Highway Safety Division currently contracts with city, county and state law enforcement agencies that provide year round DWI enforcement activities in the major metropolitan areas of the state that include Jackson, St. Louis, St. Charles, Franklin, Jasper, Jefferson, Greene, Boone Counties and the Cities of Columbia, Joplin, Kansas City, Independence, Springfield, Jefferson City and St. Louis. In addition, the division funds seven DWI units in counties of Greene, Boone, Jackson, Franklin, and Jefferson and the cities of Joplin and Columbia. The division also funds a traffic unit in St. Louis County and a traffic officer in Creve Coeur and Platte County and Greene County.

Manpower is always a challenge in focusing law enforcement efforts to a specific area such as DWI enforcement. Some jurisdictions are working together to combat the issue of manpower. There are a number of DWI task forces in the state that work together conducting sobriety checkpoints and/or DWI saturation patrols. Those include but are not limited to: Southeast Missouri (Dunklin, Pemiscot, Stoddard, Scott, Madison and Cape Girardeau Counties); Southwest Missouri (Jasper, Newton, Lawrence, Barry, McDonald and Vernon counties); Jackson County; Clay/Platte Counties; Cass County; Northwest Missouri (Buchanan, Andrew, Holt, Atchison, Nodaway, Worth, Gentry, DeKalb and Clinton counties); Boone County; Howell County; Ozark Region (Greene, Christian, Taney, Stone, Webster and Polk counties); West Central Missouri (Pettis, Benton, Saline and Henry Counties); St. Charles County; and St. Louis County.

Missouri has established a Standardized Field Sobriety Testing/Drug Recognition Expert Technical Panel that is chaired by a member of the Missouri State Highway Patrol. The function of the Technical Panel is to provide guidance and recommendations to the State's SFST/DRE coordinator. In

addition, members of the panel provide regional coordination of the SFST and DRE programs. The Technical Panel has established state guidelines for the SFST program and oversees the DRE program guidelines set forth by NHTSA and the International Association of Chiefs of Police. The Missouri Drug Evaluation and Classification Program currently has 194 DREs and 47 DRE Instructors. Eleven of the DRE Instructors serve on the SFST/DRE Technical Panel. Each year the program sponsors two DRE courses at the Missouri State Highway Patrol Training Academy located in Central Missouri.

Missouri currently has a Sobriety Checkpoint Manual available to law enforcement agencies which includes information on the legal aspects and guidelines for utilizing sobriety checkpoints. In addition, Sobriety Checkpoint Supervisor Training is required to receive highway safety grant funding for sobriety checkpoint operations and is offered free of charge to law enforcement agencies in the state. Members of the DRE/SFST Technical Panel work to keep the training and manual up-to-date revising as needed.

Strategies to Enhance High Visibility Enforcement Efforts:

1. Increase the number of law enforcement agencies participating in national and state high visibility enforcement efforts.
2. Increase the number of sobriety checkpoints.
3. Increase participation of officers certified as drug recognition experts in overtime enforcement and checkpoint efforts.
4. Continue utilization of specialized DWI units.
5. Increase the number of officers who are trained on the detection of drivers impaired by drugs other than alcohol through Advanced Roadside Impaired Driving Education and Drug Evaluation and Classification Program training.
6. Continue to offer training to officers in the proper administration of Standardized Field Sobriety Tests.
7. Increase the number of multi-jurisdictional task forces or working groups that coordinate efforts among state, county and municipal agencies.
8. Continue to train officers in the proper supervision of sobriety checkpoints.
9. Increase the number of law enforcement agencies conducting checkpoints and incorporate them into their high visibility enforcement plan.
10. Continue to investigate the utilization of the law enforcement phlebotomy program or contract with other entities to draw blood.
11. Increase the number of law enforcement jurisdictions participating in no refusal and/or electronic blood draw search warrant programs.
12. Expand substance-impaired driving training to support law enforcement efforts and continuing education.
13. Provide necessary equipment to support substance-impaired driving detection and enforcement efforts.

➢ **Publicizing High Visibility Enforcement:**

Missouri publicizes its high visibility enforcement efforts through paid and earned media and uses messages consistent with national campaigns. Missouri participates in each of the national crackdowns on impaired driving and encourages all law enforcement agencies to increase their impaired driving efforts during these times. Missouri will continue these efforts and incorporate high visibility enforcement into its comprehensive communication plan as described above in the Program Management and Strategic Planning Section.

Paid media will continue to be the key component in reaching our target audience and creating the perception that enforcement is at an all-time high level. Press releases, radio interviews, press conferences and media interviews notifying the public of the "**Drive Sober or Get Pulled Over"** effort will continue to be paramount in pushing the message to motorists who may be contemplating driving under the influence of alcohol or drugs. With continued message saturation coupled with high-visibility enforcement, the motoring public will be bombarded with the message that driving impaired is a lethal combination.

When enforcement activities are being conducted, the Traffic and Highway Safety grant funded agencies are strongly encouraged to provide press releases to their local media indicating the upcoming events with the tag line of "**Drive Sober or Get Pulled Over.**" They also send a news release after the activity to release results. Local law enforcement agencies are also utilizing social media to increase awareness of enforcement activities and encourage safe driving habits.

MoDOT's Communications Division will continue to document all radio and television interviews, log the number of press conferences and maintain files of articles printed in newspapers. Newspaper articles will be tracked through a clipping service.

Missouri currently has budgeted $850,000 for statewide paid media coverage in the impaired driving program area. These funds will be used to support substance-impaired driving enforcement efforts during the August 2017 crackdown and to sustain media efforts for four quarterly substance-impaired driving efforts from December 2016 through July 2017. In addition, the MCRS PI&E Subcommittee contributes $100,000 to the youth alcohol campaign held in May of each year, and supplements the quarterly enforcement campaigns by $187,500. This provides a combined total of $1,137,500 for the statewide paid media effort that supports the high visibility enforcement efforts.

MoDOT's Division of Traffic and Highway Safety currently has a contract with a media-purchasing firm that will purchase advertising utilizing current industry ratings to select the appropriate media outlets to reach the demographic and achieve a high level of gross rating points.

In order to continue to raise awareness and change driving attitudes and behaviors, the safe driving messages need to be perpetuated through traditional media vehicles (TV, radio, print, outdoor, digital and on line) as well as through social media throughout the year. Social media has become a key part of the highway safety campaigns, increasing awareness and conversation about safe driving, complementing PSA distributions and helping to spread campaign messages virally. Social media efforts will continue through mainstream platforms such as Facebook, Twitter, Snapchat and Instagram.

Through specific advertising the targeted audience is reached in various ways.

- Targeted geography through a high fatality/population county map allows more ad placements where the crashes are happening most frequently.
- "Indoor Domination" places ads in restrooms and on table drink coasters at hundreds of bars and restaurants across Missouri. This reaches people when they're out and encourages them to find a safe ride home.
- Convenience store takeover and frozen billboards allow for better summer advertising for those seeking a quick stop for alcohol (advertisements as window clings on beer coolers and outdoor advertisements as wraps on ice chests), as well as pump topper ads and pump videos where available.
- Targeted on-line advertisements maximize awareness of impaired driving enforcement efforts by selecting targeted media placements to reach potential impaired drivers.
- Hashtag tracking allows for better reporting measures on target audience reached. Hashtags used include #ArriveAlive #saveMOlives #drivesoberMO.
- Continue to utilize Dynamic Message Signs
- New messages are being produced in Spanish and American Sign Language to better serve a diversified Missouri audience.

Paid and earned media will publicize law enforcement activities before, during and after they take place, both during the national campaign and on a sustained basis at sobriety checkpoints and other high risk times throughout the year. Paid and earned media efforts for the current fiscal year will be continued and include:

- Press releases and events on the dangers of impaired driving
- Releases on enforcement activity
- Department-generated releases on checkpoints and DWI saturation patrols
- Quarterly checkpoints and saturation patrols are planned, and at least one week of paid advertising will complement the effort
- Releases on results of checkpoints and DWI saturation patrols
- Halloween press release on the dangers of impaired driving
- Special Thanksgiving press release warning public of holiday crash potential
- Special Christmas press release warning public of holiday crash potential
- Special New Year's Eve press release warning public of holiday crash potential
- Super Bowl party press releases notifying the public of DWI patrols around Super Bowl weekend
- St. Patrick's Day DWI enforcement press release
- Prom/Graduation season DWI enforcement press release
- July 4th holiday DWI enforcement press release
- Posters distributed statewide warning against impaired driving
- Internet banner ads, both purchased and as added value, on web sites that appeal to those most likely to drive impaired
- All creative material for the campaigns placed on saveMOlives.com for partners to access

MoDOT's Communications division began tracking campaign costs and impressions since the second quarter of 2012. Specific campaign tracking indicates that the campaigns are performing very well in reaching our target audience. We will continue to track these numbers and make adjustments as necessary to maximize the advertising potential in reaching the target audience.

Strategies to Enhance Publicity of High Visibility Enforcement Efforts:

1. Continuing media support of quarterly and annual substance-impaired driving efforts.
2. Improving the timing of dynamic message signs for national and state mobilizations.
3. Work more closely with MCRS regional coalitions to promote high visibility efforts.
4. Continue to provide diversity messages to Spanish speaking and deaf and hard of hearing community.

➤ **Prosecution:**

Missouri has two Traffic Safety Resource Prosecutors who provide training, technical assistance, reference materials, consultation and assistance with complex prosecutions, and other general guidance to Missouri prosecutors and law enforcement officers. In addition, the TSRPs serve as liaisons with relevant committees, task forces and victim advocacy groups.

Strategies in the Area of Prosecution:

1. Develop substance-impaired driving curriculums for law enforcement, prosecutors and judges (e.g., Am I Being Detained Training and Cops in Court).
2. Develop on demand, web-based training and social media on specific topics related to the investigation and prosecution of substance-impaired driving offenses that is accessible to law enforcement officers and prosecutors.
3. Continue to seek opportunities to give presentations at various conferences where prosecutors, judges and other court personnel are in attendance.
4. Expand training and the use of electronic search warrant processes.
5. Encourage prosecutors to timely enter dispositions involving substance-impaired driving offense charges in the statewide repository.
6. Provide technical assistance in the area of traffic safety by having a Traffic Safety Resource Prosecutor serve as a special prosecutor or assistant on complex cases.

➤ **Adjudication:**

Missouri strives to impose effective, appropriate and research-based sanctions on substance-impaired driving offenders. Missouri has a system of graduated penalties and civil sanctions based on the number of prior offenses committed and blood alcohol concentration. For example, Missouri law imposes increasing criminal penalties for prior, persistent, aggravated, chronic and habitual impaired driving offenders. Driving while intoxicated is a class B misdemeanor for a first offender and can become

a class B felony for repeat offenders. Also, sections 577.010 and 577.012, RSMo, allow for enhanced penalties to be imposed for offenders with blood alcohol concentrations at or above .15 and .20. Court information was obtained from the Missouri Courts Judicial Information System (JIS).

Total Guilty - Associate Level First Offender

Values (DWI Alcohol):
- 2009: 12,751
- 2010: 10,516
- 2011: 10,726
- 2012: 10,631
- 32013: 9,944
- 2014: 9,008
- 2015: 7,462
- 2016: 7,160

Total Guilty - Associate Level First Offender

DWI Drug:
- 2009: 642
- 2010: 575
- 2011: 741
- 2012: 681
- 2013: 725
- 2014: 728
- 2015: 549
- 2016: 618

DWI Combined (Drug & Alcohol):
- 2009: 174
- 2010: 171
- 2011: 168
- 2012: 196
- 2013: 179
- 2014: 153
- 2015: 135
- 2016: 126

Total Guilty - Associate Level
Prior Offender

Bar chart titled "Total Guilty - Associate Level Prior Offender" showing DWI Alcohol values by year: 2009: 2,175; 2010: 1,905; 2011: 1,969; 2012: 1,967; 2013: 1,492; 2014: 1,414; 2015: 1,104; 2016: 904.

Total Guilty - Associate Level
Prior Offender

Bar chart titled "Total Guilty - Associate Level Prior Offender" showing DWI Drug (blue) and DWI Combined (Drug & Alcohol) (red) by year:
- 2009: DWI Drug 40, DWI Combined 39
- 2010: DWI Drug 50, DWI Combined 25
- 2011: DWI Drug 55, DWI Combined 18
- 2012: DWI Drug 70, DWI Combined 36
- 2013: DWI Drug 58, DWI Combined 21
- 2014: DWI Drug 57, DWI Combined 25
- 2015: DWI Drug 42, DWI Combined 15
- 2016: DWI Drug 50, DWI Combined 20

Total Guilty - Circuit Level
Persistent, Aggravated, and Chronic Offenders

Bar chart titled "Total Guilty - Circuit Level Persistent, Aggravated, and Chronic Offenders" showing DWI Alcohol/Persistent (blue), DWI Alcohol/Aggravated (red), and DWI Alcohol/Chronic (dark blue) by year:
- 2009: Persistent 1,422, Aggravated 635, Chronic 171
- 2010: Persistent 1,419, Aggravated 699, Chronic 203
- 2011: Persistent 1,571, Aggravated 796, Chronic 203
- 2012: Persistent 1,600, Aggravated 812, Chronic 185
- 2013: Persistent 1,588, Aggravated 724, Chronic 212
- 2014: Persistent 1,319, Aggravated 627, Chronic 173
- 2015: Persistent 1,271, Aggravated 593, Chronic 159
- 2016: Persistent 1,070, Aggravated 518, Chronic 137

There are two areas of particular interest as they relate to adjudication in the state and they are court monitoring and DWI courts.

Court Monitoring: The goal of the court-monitoring program is to track and monitor DWI offenses (misdemeanor and felony) in specific, targeted counties in Missouri. Through data collected, any trends and/or breakdowns that occur throughout the judicial proceedings will be identified, analyzed and offered solutions. The MADD Missouri Court Monitoring project will focus on and monitor various counties throughout the state of Missouri. Top priority will be given to the counties that fall within the top 75 percent of the state's alcohol-impaired driving fatalities and population. In addition, counties with a conviction rate at or below 24 percent on Highway Patrol arrests. Court monitoring in the state is conducted by both paid and volunteer staff with MADD. In January 2015, the MADD Court Monitoring Training kit was updated and now consists of a training manual and online webinars to include questionnaires for volunteers to complete following the training. The MADD Missouri Court Monitoring staff will use these training materials to train the volunteers on how to monitor courts and document relevant case information in the new MADD National Court Monitoring Database.

Municipal Courts: Municipal courts have historically been an area of concern in their handling of impaired driving offenses due to their failure to timely report on the dispositions of these cases to any central repository. In 2016, the Supreme Court of Missouri adopted a new subdivision 37.04 of Rule 37 which requires municipal divisions to operate in substantial compliance with minimum operating standards and to report compliance to the Presiding Judge by January 1 and July 1 of each year. Those standards include a written policy that ensures timely reporting of all required intoxication-related traffic offenses. That policy, Municipal Court Operating Order #1, is filed with the Missouri State Highway Patrol and the Office of State Courts Administrator. Municipal courts are required by Court Operating Rule #4 to report case information to the Office of State Courts Administrator monthly, and pursuant to Chapter 479.172 RSMo, intoxication-related traffic offense data is required to be submitted every six months to the circuit court en banc. The number of municipal courts using automated reporting systems continues to increase. It remains to be seen whether these rules will result in better reporting from municipal courts.

DWI Courts: In 2010 the General Assembly passed legislation which reformed Missouri's DWI laws in an effort to reduce drunk driving and address the issue of violators continuing to drive while their licenses were suspended or revoked. This statute (478.007 RSMo) authorized circuit courts to establish DWI courts and 302.309 RSMo allowed DWI court judges to grant participants and graduates a limited driving privilege (LDP). Since 2010 there has been an overwhelming response to the legislation with an increase of more than 149 percent in the DWI court population. Like drug courts, DWI courts effectively divert offenders from the state prison system and reduce recidivism among repeat and high-BAC offenders. This is accomplished by increased supervision with all criminal justice stakeholders along with mandated treatment to systematically instill long-term behavior change, reduce the incidence of DWIs and alcohol-related traffic fatalities.

DWI Court Statistics

Year	Graduates	Terminations	Total	Graduation Rate
2009	80	23	103	**78%**
2010	108	36	144	**75%**
2011	179	53	232	**77%**
2012	343	78	421	**82%**
2013	489	64	553	**88%**
2014	530	66	596	**89%**
2015	435	65	500	**87%**
2016	449	48	497	**90%**

Number of DWI Court Participants and Graduates

Participants (by year): 2009: 368, 2010: 576, 2011: 958, 2012: 1325, 2013: 1506, 2014: 1428, 2015: 1364, 2016: 1337

Graduates (by year): 2009: 80, 2010: 108, 2011: 179, 2012: 343, 2013: 489, 2014: 530, 2015: 435, 2016: 449
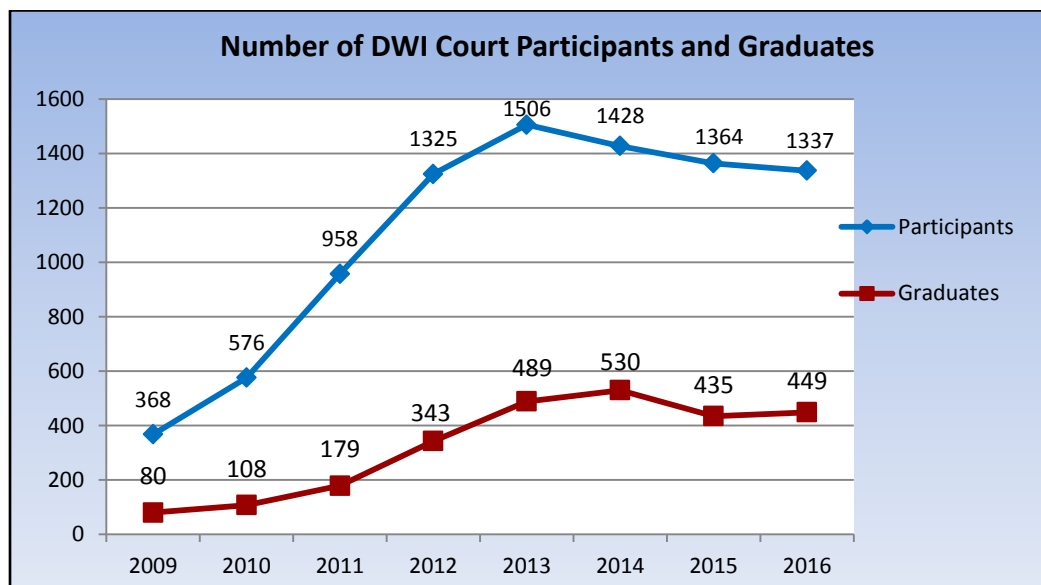
As a result of the legislative changes, the Supreme Court of Missouri adopted Court Operating Rule (COR) 26 on August 27, 2010. This rule requires all courts that seek to establish a DWI court or docket to submit a plan of operation to the Drug Courts Coordinating Commission (DCCC) for approval. In addition, the DCCC requested a set of DWI court program guidelines be developed for incorporation in individual plans of operation. The Missouri DWI Court Guidelines were subsequently created by a DWI Court Workgroup. Members of the workgroup are represented by: MODOT's Traffic and Highway Safety Division, Missouri Division of Probation and Parole, Missouri Department of Revenue, MADD, Missouri Division of Behavioral Health, Missouri Department of Public Safety, Missouri Safety Center, DWI court judges, DWI court administrators and the Supreme Court Committee on Treatment Courts (TCC).

A requirement for DWI court team training was included in these guidelines. As of January 1, 2011, each court is required to attend three-day DWI court training before a plan of operation will be

approved to grant LDPs. The DWI court training includes over 18 hours of instruction and six breakout sessions for each team to work on individual policy and procedure manuals and the Plan of Operation for their DWI court. In response to the guidelines, the National Center for DWI Courts (NCDC) and NHTSA agreed to provide DWI court training in Missouri. There have been 47 teams that participated in the training with 400 DWI court team members in attendance. The three-day training is also available through the Office of State Courts Administrator's Judicial Education Web Learning System (JEWELS) for any new team member who joins an existing DWI court team.

There are currently 20 stand-alone DWI court programs and another 37 hybrid courts that accept DWI and drug offenders in Missouri. Fifty-five of these programs have an approved plan of operation for granting LDPs.

Limited Driving Privileges Issued by DWI Court Programs
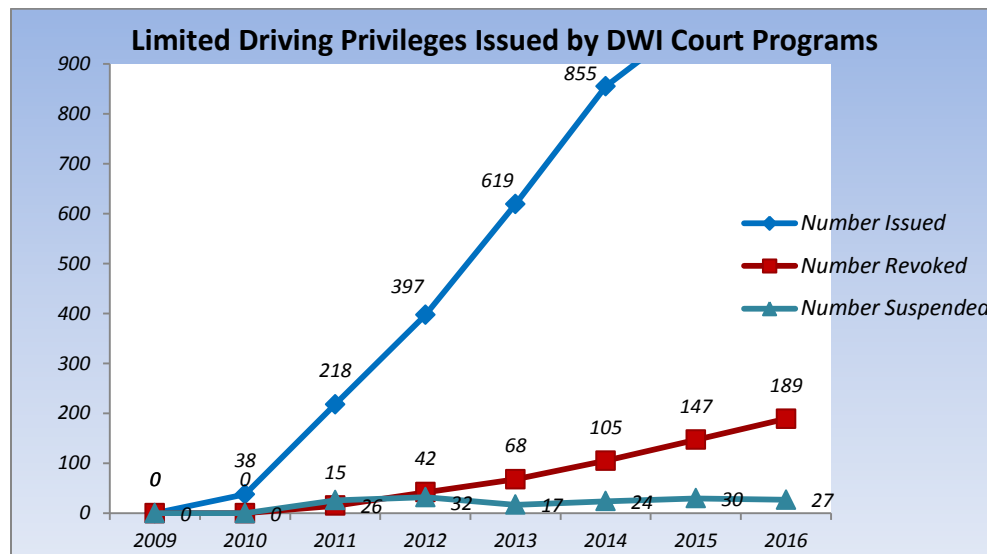
Since 2010, MODOT's Traffic and Highway Safety Division has provided grant funding to the Office State Courts Administrator's Office (OSCA) for the expansion of DWI courts. DWI court expansion has focused on counties with the highest incidence of fatal injury crashes and population. DWI Courts who have received highway safety funding include:

- Federal Fiscal Years 2007 – 2010 include the 12th (Audrain, Montgomery and Warren Counties), 13th (Boone County), 20th (Franklin, Osage and Gasconade Counties), 31st (Greene County), and the 36th (Butler and Ripley Counties) Judicial Circuits;
- Federal Fiscal Years 2011 – 2014 include 6th (Platte County), 13th (Callaway County), 17th (Cass County), 19th (Cole County), 21st (St. Louis County), and the 40th (Newton and McDonald Counties) Judicial Circuits;
- Federal Fiscal Years 2015 – 2017 include 28th (Dade, Barton an Cedar Counties), 29th (Jasper County), 32nd (Cape Girardeau, Perry and Bollinger Counties), and the 38th (served by neighboring Greene and Taney Counties) Judicial Circuits;
- Federal Fiscal Year 2018 includes the 4th (Atchison, Gentry, Holt, Nodaway and Worth Counties), 17th (Johnson County), 26th (Camden County), 33rd (Scott and Mississippi Counties), 38th

(Christian County), and the 46th (Taney County) Judicial Circuits with possible expansion into other targeted judicial circuits.

Another funding source for DWI court programs in Missouri is from the Drug Court Resource Fund (state funding), which is allocated by the DCCC. DWI court programs are allocated Drug Court Resource Funding under the following conditions :

- A DMH certified provider is utilized and a Serious and Repeat Offender Program (SROP) services are utilized (where available);
- No Suspended Imposition of Sentence (SIS) is given;
- A withdrawal of guilty plea is not allowed (even after completion of the program);
- If the charges are reduced, the lesser charge must be an intoxication related offense (for enhancement purposes if the individual is arrested for DWI in the future);
- If the participant has an operator's license, an ignition interlock device is mandatory.

OSCA has been studying treatment court recidivism by following all participants who exited treatment court from October 1, 2008 through September 30, 2011. Recidivism is defined as any plea or finding of guilt for a new criminal case (felony or misdemeanor) filed after the end of the treatment court case. New cases where the actual criminal charge occurred before the start of the treatment court case are not counted as recidivism. The time to recidivate is based on the filing initiation date of the new criminal case. Data was extracted January 26, 2017.

DWI Court Recidivism Rates

	Exit Status	# of Exits	Percent with New Plea or Finding of Guilt Within		
			1 Year of Exit	2 Years of Exit	3 Years of Exit
	Graduates	705	2.0%	4.1%	6.2%
DWI Court	Termination	140	5.0%	12.1%	17.1%
	Total	845	2.5%	5.4%	8.0%

Strategies in the Area of Adjudication:

1. Increase the number of DWI courts in the state and ensure that all courts are following the Ten Guiding Principles of DWI Courts established by NCDC and the National Drug Court Institute (NDCI).
2. Offer presentations on DWI courts, standardized field sobriety testing, the drug evaluation and classification program, alternative sanctions and emerging technologies at the judicial conference, the prosecutor's conference and the Missouri Bar conference.
3. Pursue efforts to increase the focus on high BAC first offenders including DWI court participation under existing statutes or laws.
4. Encourage courts to order ignition interlock requirements for first time offenders under current law.
5. Maintain evidence-based treatment and sanctions for first offenders, repeat offenders, minor offenders and high BAC offenders.
6. Continue to educate the courts, prosecutors and judges on evidence-based practices.
7. Interagency collaboration in developing and implementing strategies for supervising and treating DWI offenders.
8. Strengthen legislation to require that courts hearing DWI cases report to JIS.

Administrative License Sanctions: Missouri statutes authorize the imposition of administrative penalties by the Department of Revenue upon arrest for violations of the state's impaired driving laws. These include a license suspension or revocation if a person is arrested for driving while intoxicated and has a BAC of .08 or above, or .02 or above for offenders under 21 years of age; a license suspension, revocation or denial imposed after a conviction(s) for impaired driving offenses for alcohol or drugs; and a license revocation for refusing to submit to a chemical test. Drivers with a prior intoxication-related offense are required to install an ignition interlock device on any vehicles they operate as a condition of license reinstatement, restricted or limited driving privileges.

Additionally, Missouri law provides for license suspension or revocation under its "Abuse and Lose" and "Minor in Possession" provisions. These laws make it illegal for any person under 21 years of age to purchase, possess or consume ANY amount of alcohol (.02 percent or above) or controlled substance. The Abuse and Lose law also makes it illegal for any person under the age of 21 to possess or use a controlled substance while operating a motor vehicle.

There have been substantial law changes over the past several years in regard to the eligibility for and the granting of Limited Driving Privileges. All traditional "hard walk" periods and a number of ineligibility requirements have been eliminated with the expanded use and monitoring of ignition interlock devices. This has greatly increased the number of impaired driving offenders eligible to legally operate a vehicle in order to meet employment and personal obligations. This is premised upon the use

of ignition interlock devices and continual monitoring to prevent the operation of a vehicle while intoxicated.

A new "90-day Ignition Interlock Restricted Privilege" was created effective January 1, 2017, to permit individuals subject to a first administrative alcohol suspension or intoxication-related point suspension to avoid the traditional thirty-day "hard walk" period and to legal operate a motor vehicle. This restricted privilege is premised on requiring the installation of an approved ignition interlock device (otherwise not required for those without a prior offense or who serve the initial thirty-day suspension period). The privilege is also much broader than the sixty-day restricted privilege. The intent is to encourage first offenders to elect to install an interlock device where otherwise not required, in return for a broader scope of operation.

Programs: The Missouri Department of Revenue has implemented programs to reinforce and complement the state's overall program to deter impaired driving, including graduated driver licensing for novice drivers. Missouri also has procedures in place to ensure the security of its driver licenses (and non-driver licenses for minors) to prevent people from fraudulently obtaining a license or using an altered license. The Department also conducts annual training for law enforcement officers on impaired driving issues.

Strategies in the Area of Administrative Sanctions and Driver Licensing Programs:

1. Continue outreach efforts to courts regarding their duty to forward information on final disposition for impaired driving offenses and ignition interlock device orders to the Department of Revenue in a timely fashion to ensure that driving records are accurate and complete.
2. Continue to offer annual law enforcement seminars on impaired driving issues.
3. Increase educational efforts to law enforcement, court personnel, and prosecutors on areas of abuse and lose, LDP, license revocation/suspension, and IID.
4. Conduct outreach efforts to law enforcement agencies and their associations (MPCA, MSA, MSTA) to increase timely submission of alcohol influence reports (AIR) to the Department of Revenue.
5. Explore the ability to file AIRs electronically by law enforcement agencies (through the use of breath instruments).

IV. Communication Program:

Missouri implements a statewide comprehensive communication plan that supports priority policies and program efforts. Campaign materials target at-risk groups who are identified through statewide traffic data and provide special emphasis during high-risk times including the national

crackdown periods and quarterly high visibility enforcement efforts. Specific statewide communication goals and plans are discussed in the Publicizing High Visibility Enforcement section of this plan.

Each year the Missouri Department of Transportation conducts a Highway Safety Drivers Survey. The research project surveyed 2,467 adult Missouri drivers in throughout Fiscal Year 2016 to capture their current attitudes and awareness of specific highway safety concerns such as seat belt usage, speeding, cell phone use while driving, and impaired driving. Results are presented for the entire state and for each of the districts.

Special emphasis was placed on ensuring that the sample reflected Missouri's geographic, age, and gender diversity. People were surveyed from 114 Missouri counties as well as the independent city of St. Louis. Residents from 532 different zip codes are represented. The standard phone survey practice of alternatively asking for either the oldest or youngest adult was not employed. Instead, the call center was given specific goals for each age group and gender within various geographic areas to ensure the most representative sample possible.

In accordance with the recommendations from the previous research, two changes in methodology were employed this study in an attempt to obtain more accurate and useful information about the awareness of public safety efforts and public service announcements concerning seatbelt, speeding, and DUI enforcement. First, the three questions pertaining to this issue were standardized to provide examples when possible such as "Click It or Ticket" and to cover a six-month period of time in order to facilitate the recollection of the subjects and to enable more accurate comparisons between the three measures. Second, since MoDOT uses different tactics at different times of the year to publicize seat belt enforcement and DUI enforcement, surveys were conducted at three times throughout the fiscal year (October, February, and June) to track perceptions of enforcement over time.

Missouri drivers were asked three questions regarding alcohol impaired driving. When these questions were first asked in 2010, the researchers were concerned that people might not answer these questions honestly considering the legal and ethical implications of driving under the influence. However, the survey operators had the consistent impression that people were either answering these questions honestly or simply refusing to answer the question. The same calling center has been used since the 2010 survey and the call center operators have had similar impressions every year they have conducted the surveys. Results from those three questions are listed below:

- ***Question: In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages?***

    The survey indicates 92.6 percent of Missouri drivers stated that they had not driven a vehicle within two hours of consuming an alcoholic beverage anytime in the last sixty days. This is similar to last year's findings of 6.8 percent admitting to having done so at least once in the last sixty days. Another 0.5 percent refused to answer the question.

    Researchers usually hesitate to draw conclusions from refusals, but after considering the implications for self-incrimination and the impressions of the survey operators, Heartland Market Research concluded that approximately 7.4 percent of Missouri drivers have driven

under the influence of alcohol in the last sixty days. Considering the margin of error, this is similar to the findings that have been measured most years of this study (11.5% in 2010, 18.7% in 2011, 8.3% in 2012, 12.7% in 2013, and 9.3% in 2014, and 10.6% in 2015).

Out of those who admitted to drinking before driving, the average driver did so about three times in the last sixty days (average of 3.0 times). This is similar to the 3.1 times measured last year and continues the downward trend of recent year (3.1 times in 2015, 3.6 times in 2014 and 2013, 5.5 times in 2012, 6.2 times in 2011, and an average of 5.2 times in 2010.

- *Question: In the past six months, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?*

    Prior to Fiscal Year 2016, the question was worded *In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?* and the survey was conducted in just one month instead over three months over the entire fiscal year.

    The changes in methodology (revising the question to cover six months, including an example, and asking the survey multiple times throughout the year) had a major impact on the results of this question. 67.1 percent of the respondents agreed with the revised question, significantly higher than previous years. This large jump in perceived awareness is most likely not a large difference from previous years given the change in methodology, particularly the large span of time covered.

- *Question: What do you think the chances are of someone getting arrested if they drive after drinking?*

    The survey indicates 65.7 percent of the respondents expected people who drove after drinking would be arrested at least half of the time, statistically identical to that of previous measurements.

Strategies in the Area of Communication:

1. Continue to implement Missouri's statewide comprehensive communications plan to educate the public regarding the problems of impaired driving and underage drinking.
2. Work with the MCRS Public Information and Education Subcommittee to increase marketing to minority segments of the population.
3. Utilize research to identify high-risk and over-represented groups.
4. Utilize focus groups in the development of campaign materials, whenever possible.

V. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation

Substance-impaired driving is frequently an indicator of an underlying alcohol or other substance use disorder. Often, the impaired driving behavior can be eliminated if the problem is recognized, diagnosed, and treated in its early stages, underscoring the importance of early intervention. Missouri has implemented a system to intervene, assess, and refer individuals for appropriate education and/or treatment.

The Department of Mental Health, Division of Behavioral Health, certifies agencies to provide programs to individuals who have had an alcohol or other drug related traffic offense. The Substance Abuse Traffic Offenders' Program (SATOP) serves more than 20,000 DWI offenders annually who are referred as a result of an administrative suspension or revocation of their driver license, court order, condition of probation, or plea bargain. SATOP is, by law, a required element in driver license reinstatement by the Department of Revenue.

All SATOP consumers enter the system via an Offender Management Unit (OMU). Consumers receive a comprehensive assessment where a review of their driving record, breath alcohol concentration (BAC) at the time of their arrest, computer-interpreted assessment, and an interview with a SATOP Qualified Professional (SQP) is conducted. Based upon the information gathered during the assessment process a referral is made to one of the different levels of intervention ranging from a ten-hour educational program to an intensive outpatient rehabilitation treatment program.

SATOP Service Levels

Offender Education Program (OEP) – Intended for low-risk and low-need first time offenders.
A 10-hour education course designed primarily for first-time offenders to understand the choices they made that led to their intoxication and arrest. The primary goal of the OEP is to provide the impaired driving offender with effective strategies that result in modifying their drinking and driving behavior.

Adolescent Diversion Education Program (ADEP) –Intended for low-risk and low need first time offenders under age 18.
A 10-hour education program designed for individuals who have been arrested or cited for alcohol/other drug-related offenses, such as Minor in Possession, Abuse and Lose, or Zero-Tolerance. The mission of ADEP is to reduce substance related deaths and injuries by educating young offenders about the risks and consequences related to substance use.

Weekend Intervention Program (WIP) – Intended for moderate-risk offenders.
A level of service designed primarily for repeat offenders or "moderate-risk" first-time offenders through education and individualized counseling throughout an intensive twenty (20) hours of structured activities over a 48-hour weekend. Activities are designed to encourage offenders to confront their harmful behavior and take responsibility for their lives.

Clinical Intervention Program (CIP) – Intended for high-risk repeat offenders meeting diagnostic criteria for a substance use disorder.

A program designed to provide intensive outpatient treatment services. Each offender is required to participate in 50 hours of substance use treatment consisting of 10 hours of individual counseling, 20 hours of group counseling, and 20 hours of group education at a certified treatment facility.

Youth Clinical Intervention Program (YCIP) – Intended for high-risk persistent minor offenders meeting diagnostic criteria for a substance use disorder.

The YCIP is designed to provide 25-hours of therapeutic activity for minors including 10 hours of education to address the issue of drinking and driving.

Serious and Repeat Offender Program (SROP) – Intended for high-risk and high-need offenders determined to meet diagnostic criteria for an alcohol or substance use disorder.

The SROP is a comprehensive array of substance use treatment services that are individualized to address the specific and unique needs of the repeat offender. The requirement to successfully complete an SROP is a minimum of 75 hours of treatment in no less than 90 days.

The SATOP is self-funded from fees that are required to be paid by the offender for an offender's completion of SATOP, which are deposited into the Mental Health Earnings Fund (MHEF). The fees include:

1) Assessment fee - $126
2) Program fee (Varies)
3) Supplemental fee - $249

The MHEF is used by the Department of Mental Health to supplement the cost of treatment services based on a sliding scale for program participants.

As with the management of any chronic disease, early identification of a substance use disorder is critical to reduce the potential for impaired driving. Missouri is a national leader in utilizing Medication Assisted Treatment (MAT) within the array of services for alcohol and opioid use disorders. Agencies contracted to provide substance use treatment services with the Division of Behavioral Health are required to offer FDA approved MAT services as part of a comprehensive treatment regimen for appropriate candidates in conjunction with therapeutic services. The use of MAT in Missouri has already been implemented within the settings of DWI court, drug court, and correctional institutions with proven efficacy.

Number Attending SATOP by Level of Intervention

Calendar Year	OEP	ADEP	WIP	CIP	YCIP	SROP	Total
2009	13,007	1,561	7,955	4,761	71	112	27,467
2010	11,381	1,042	6,547	5,082	65	192	24,309
2011	10,289	818	5,599	4,832	51	828	22,417
2012	10,366	665	5,539	4,887	42	1,880	23,379
2013	9,185	733	5,002	4,812	9	2,568	22,309
2014	8,417	748	4,369	4,192	6	2,662	20,394

2015	7,453	611	3,987	3,815	3	2,637	18,506
2016	6,786	254	3,685	3,276	2	2,566	16,569

Demographics of SATOP Participants Screened
January 1, 2016 – December 31, 2016

Gender						Age			
Male		Female		Unknown		Adolescent < 18		Adult > 18	
#	%	#	%	#	%	#	%	#	%
15,031	74.6%	5,105	25.4%	2	0.0%	110	0.5%	20,028	99.5%

Race/Ethnicity-Adults											
Caucasian		African-American		Hispanic		Native American		Asian Pacific		Other	
#	%	#	%	#	%	#	%	#	%	#	%
14,595	72.9%	1,847	9.2%	661	3.3%	55	0.3%	113	0.6%	389	1.9%

In an effort to meet the evolving challenges related to addressing substance-impaired driving across the state, the SATOP frequently conduct a review of its programs to explore ways to enhance program services. In one such instance, a focused workgroup consisting of key stakeholders had recently conducted an analysis of the program and made specific recommendations. These recommendations have been incorporated into the following strategies.

Strategies in the Area of Treatment and Rehabilitation:

1. Continue to expand the health care coordination for individuals with substance use disorders through the collaboration of local mental health centers and specialty substance use treatment agencies.
2. Expand access to MAT services in all treatment settings.
3. Continue to expand the partnership with DWI courts statewide to provide access to the Serious and Repeat Offender Program.
4. Create a comprehensive SATOP training module for contracted providers to highlight the essential goals and objectives in the treatment of impaired drivers.
5. Incorporate additional screening questions as part of the assessment process to enhance consistency in the screening and referral process.
6. Conduct a review of SATOP curriculum guides to incorporate evidence-based practices and to update the content to reflect the newest edition of the Diagnostic and Statistical Manual of Mental Disorders (DSM).

➢ **Monitoring Impaired Drivers:**

Missouri closely monitors impaired drivers to ensure that appropriate services are made available and utilized through its driver licensing, judicial, corrections and treatment systems. As discussed above, offenders who plead guilty or are found guilty of certain offenses are required to take part in SATOP. If a person's license has been revoked or suspended after an arrest for an impaired driving offense, they are also required to participate in SATOP. Both of these requirements are established in statute. Serious or repeat offenders receive more comprehensive services through DWI court programs.

DWI Court programs offer the highest degree of monitoring of high-risk DWI offenders and have proven to be successful in reducing recidivism rates of those offenders. More information on DWI Courts can be found in the Criminal Justice Section under Adjudication.

Another form of monitoring is through the use of technology. Ignition interlock devices (IID) have been a requirement in the state of Missouri since 1995 for repeat offenders. The original ignition interlock law required courts to order the use of IIDs on any vehicle the offender operates. Since that time the Missouri General Assembly passed legislation in 2008 to also require IID use for a six month period when the offender applies for driver license reinstatement. Monitoring functions of ignition interlock use were only taking place if the offender was under court supervision, which in most cases they were not. Offenders are required to install an ignition interlock device for a six-month period following full license reinstatement. Effective January 2017, the last three-month period of this period is monitored for any interlock violations. If the driver violates the ignition interlock during this period, the ignition interlock requirement will be extended until the driver can complete a consecutive three-month period without violation. Some repeat offenders will also be required to install an ignition interlock device with a camera feature and (effective January 1, 2017) a global positioning feature (only on court order) prior to receiving a limited driving privilege or a court-ordered license reinstatement. Additionally, first- time offenders will have the option of installing an IID to obtain a restricted driving privilege (RDP) for the full 90-day suspension period. These offenders will be monitored during the RDP period and any violations will extend the IID requirement for an additional 30 days.

Effective January 1, 2017, under comprehensive amendments to the Missouri Criminal Code, all impaired driving related offenses (drugs or alcohol) were consolidated to Chapter 577, including the offense of involuntary manslaughter while DWI, and assault 2nd while DWI. Other substantial changes are in the area of limited and restricted driving privileges, and ignition interlock requirements. Of particular note, most all mandatory suspension or 'hard walk' periods for drivers seeking limited driving privileges are to be eliminated. This signals a drastic change in the historical approach to license sanctions in the state of Missouri. Too, for many years a felony 'the commission of which involved a motor vehicle' operated as a lifetime disqualifier for limited driving privileges (typically a felony DWI). Under the new law, however, there is now a five-year 'look back' period for any felony offense, viewed from the date of application for limited privileges. An additional change in the law effective January 1, 2017 affects restricted driving privileges available for first DWI offenders (90-day administrative alcohol suspension or first alcohol-offense triggered point suspension). While the ability for these drivers to obtain a limited driving privilege (LDP) under section 302.309 has been eliminated, a "90-day ignition

interlock restricted privilege" as defined under section 302.010 RSMo is now available. This new restricted privilege (RDP) has a greatly expanded scope, and is available from the first day of the suspension (at the option of the driver), who is required to install an ignition interlock device and file proof of insurance. Those who do not elect the 90-day RDP merely serve the standard 30-day suspension, followed by a 60-day RDP without the ignition interlock requirement (if the driver has no prior alcohol-related offenses). Another recent amendment, effective August 28, 2016, permits a court-ordered exemption for certain ignition interlock requirements. This allows a driver subject to an ignition interlock requirement to seek a court order to permit operation of an employer-owned vehicle for "employment purposes" without an ignition interlock device. It would exclude owner-operators and self-employed persons.

Strategies for Monitoring Impaired Drivers:

1. Seek legislation to require mandatory use of ignition interlock at driver license reinstatement for a minimum of 90 days for a first offender.
2. Expand the availability of DWI courts in the State.
3. Strengthen existing legislation to require camera for all offenders.
4. Improve IID manufacturer reporting to courts, probation and parole or other court approved supervising authority.
5. Explore the possibility of creating a central repository for data collection and dissemination of reporting.
6. Explore the creation of 24/7 Sobriety Programs.

VI. Program Evaluation and Data

Missouri maintains comprehensive data regarding substance-impaired driving offenders, substance-impaired driving crashes and the resulting injuries and fatalities. We utilize data from multiple sources including the Fatality Analysis Reporting System, State Traffic Accident Record System, and the Transportation Management System, DWI Tracking System (DWITS), Missouri Driver License System, Judicial Information System (JIS), among others, to support the substance-impaired driving program. The State also has a Traffic Records Coordinating Committee (TRCC) to represent the interests of all stakeholders. The data from all sources is regularly evaluated to measure progress, determine program effectiveness, plan and implement new strategies, and ensure the appropriate allocation of resources. The TRCC is working with courts on timely electronic reporting of convictions, updating the statewide accident reporting system, and working with local municipalities to do electronic reporting of crash reports.

The Missouri Department of Revenue also maintains a system of records that enables the state to identify substance-impaired drivers, maintain a complete and accurate driving history of substance-impaired drivers, receive timely and accurate arrest and conviction data from law enforcement agencies

and the courts, and provides timely and accurate driver history records to law enforcement and the courts.

Although our current system of records is robust, improvements can be made in the collection and analysis of data. The specific goals and plans to improve data systems are described in the Program Management and Strategic Planning section of this plan.

Strategies in the Area of Program Evaluation and Data:

1. Explore the development of standardized electronic reporting of the Alcohol Influence Report for law enforcement agencies for more timely submission to DOR and to the court system.
2. Streamline the query process to obtain substance-impaired driving arrests and disposition information from all available sources (licensing records, criminal history and DWITS).
3. Expand the availability of mobile data terminals, portable computers, or tablet devices for use by officers at roadside.
4. Research, identify and adopt programs that are evidence-based.
5. Continue to conduct evaluation of existing programs to determine effectiveness.

VII. Performance Measures and Benchmarks

This section focuses on performance measures and benchmarks for evaluating effectiveness of the strategies outlined in this plan.

Performance Measures:

- Number of fatalities and serious injuries involving an impaired driver
- Number of fatal and serious injury crashes involving an impaired driver
- Number of fatalities involving an alcohol-impaired driver with .08 BAC or greater
- Number of fatalities and serious injuries involving a drug-impaired driver (other than alcohol)
- Number of fatalities involving impaired drivers under the age of 21
- Number of limited driving privileges issued by DWI courts
- Total number of participants admitted into DWI courts
- Total number of graduates of DWI courts
- Graduation rates of DWI court participants
- Number of municipal courts reporting to JIS
- Number of DWI cases filed in municipal court
- Number of DWI cases disposed in municipal court
- Number of DWI cases filed in circuit court (associate and circuit divisions)
- Number of DWI cases disposed in circuit court (associate and circuit divisions)

- Number of law enforcement agencies and local prosecutors making entries in DWITS
- Percentage of chemical test refusals
- Number of people attending SATOP classes by program type (including the serious and repeat offender program)
- Number of impaired driving arrests (by age, drug category)
- Number of guilty outcomes and total sentenced (excluding SES) for DWI (1st, 2nd, 3rd offense, etc)
- Number and feature of ignition interlock devices installed

Benchmarks:

Please note that benchmarks below are for Calendar Year 2011 and are based on information collected in state data systems unless otherwise noted

- Fatalities involving impaired (alcohol and/or drug) driver - 219
- Serious injuries involving impaired (alcohol and/or drug) driver - 900
- Fatal crashes involving an impaired driver - 197
- Serious injury crashes involving an impaired driver - 667
- Fatalities involving drivers with .08 BAC or greater - 258 (based FARS data)
- Fatalities involving drug impaired driver - 52
- Serious injuries involving drug impaired driver - 158
- Fatalities involving impaired (alcohol and/or drug) driver less than 21 years of age - 35
- Serious injuries involving impaired (alcohol and/or drug) driver less than 21 years of age - 129
- Fatalities involving drug impaired driver less than 21 years of age - 13
- Serious injuries involving drug impaired driver less than 21 years of age – 29
- Number of limited driving privileges issued by DWI courts -218
- Number of participants admitted into DWI courts – 532
- Number of graduates of DWI courts – 179
- Graduation rate of DWI court participants – 71.89%
- Municipal courts reporting to JIS as of June 30, 2011 - 59
- Alcohol/drug related traffic cases filed in municipal court - 19,880
- Alcohol/drug related traffic cases heard in municipal court– 19,867
- Number of DWI cases filed in circuit court (associate and circuit divisions) – see Court Data section
- Percent of chemical test refusals – 32%
- Number of people attending SATOP classes – 22,426 (includes all levels)
- Number of ignition interlock devices installed – 7,299
- Impaired driving arrests (age, drug category)
- Number of DWI cases disposed in circuit court (associate and circuit divisions)– see Court Data section
- Number of guilty outcomes and total sentenced (excluding SES) for DWI (1st, 2nd, 3rd offense, etc) – see Court Data section

VIII. Conclusion

In adopting this strategic plan, Missouri hopes to continue its successes in reducing overall traffic fatalities by focusing on those fatalities caused by impaired drivers. The specific goals and plans outlined herein will assist in those efforts. When these strategies are fully implemented, we hope to meet our objective of reducing impaired driving fatalities by two percent annually.

COURT DATA

Please note that the following spreadsheets contain data reflecting the charge codes in effect at the time. The criminal code revision effective January 1, 2017 changes the charge codes for DWI offenses.

Associate Level

2015

Updated Charge code	Charge Code	Charge description	Filed	Disposed	Bound Over/ Certified	Jury Verdict- Guilty	Court Trial - Guilty	Guilty Plea	Total Guilty Outcome
577.010-001%197954	4741000	Dwi--Alcohol--Persistent Offen	1,368	1,382	1,222	0	0	10	**10**
577.010-002%198254	4741500	Dwi--Alcohol--Prior Offender	1,153	1,288	38	3	8	1,093	**1,104**
577.010-003%200554	4741700	Dwi-Alcohol Chronic Offndr	456	427	363	0	0	1	**1**
577.010-004%200554	4741800	Dwi-Alcohol Aggrvatd Offndr	546	555	481	0	0	4	**4**
577.010-005%197554	4742000	Dwi--Alcohol	8,454	8,535	183	6	36	7,407	**7,449**
577.010-006%200554	4742300	Dwi-Drug Intox Chronic Offndr	29	20	19	0	0	0	**0**
577.010-007%200554	4742700	Dwi-Drug Intox Aggrvatd Offndr	32	40	33	0	0	0	**0**
577.010-008%197954	4743000	Dwi-Drug Intoxicat-Persist Off	72	81	73	0	0	1	**1**
577.010-009%197954	4743500	Dwi-Drug Intoxicat-Prior Offen	84	74	10	1	0	41	**42**
577.010-010%197954	4744000	Dwi--Drug Intoxication	938	847	121	0	9	540	**549**
577.010-011%200554	4744300	Dwi-Alchol/Drug Chronic Offndr	12	12	12	0	0	0	**0**
577.010-012%200554	4744700	Dwi-Alchol/Drug Aggrvtd Offndr	8	9	8	0	0	0	**0**
577.010-013%197954	4745000	Dwi-Comb Alc/Drug Intox-Persis	18	19	17	0	0	0	**0**
577.010-014%197954	4745500	Dwi--Comb Alc/Drug Intox-Prior	25	22	1	0	0	15	**15**
577.010-015%197954	4746000	Dwi--Combined Alc/Drug Intoxic	192	192	14	0	1	134	**135**
577.012-001%200554	4746300	Excessive Bac-Chronic Offndr	8	5	3	0	0	0	**0**
577.012-002%200554	4746700	Excessive Bac-Aggrvatd Offndr	6	5	5	0	0	0	**0**
577.012-003%197954	4747000	Excessive Bac--Persistent Off	20	19	17	0	0	0	**0**
577.012-004%197854	4747500	Excessive Bac--Prior Offender	24	21	0	0	0	7	**7**
577.012-005%200154	4748100	*Disc-Excessive Blood Alcohol	423	374	3	0	1	253	**254**
ORDIN.0-085%200054	9143500	Dwi - Alcohol	13	16	0	0	1	12	**13**
ORDIN.0-086%200054	9144000	Dwi - Alcohol - Prior Offender	0	0	0	0	0	0	**0**
ORDIN.0-087%200054	9145000	DWI - DRUG INTOXICATION	1	1	0	0	0	0	**0**
ORDIN.0-088%200054	9145500	DWI - DRUG INTOXICATION - PRIOR OFF	0	0	0	0	0	0	**0**
ORDIN.0-089%200054	9146500	Dwi - Combine Alcoh/Drg Intoxi	0	0	0	0	0	0	**0**
			13882	13944	2623	10	56	9518	9,584

Guilty Outcomes

Updated Charge code	Charge Code	Charge description	Filed	Disposed	Bound Over/ Certified	Jury Verdict- Guilty	Court Trial - Guilty	Guilty Plea	Total Guilty Outcome
577.010-001%197954	4741000	Dwi--Alcohol--Persistent Offen	1,270	1,231	1,044	0	0	19	**19**
577.010-002%198254	4741500	Dwi--Alcohol--Prior Offender	1,179	1,063	26	0	6	898	**904**
577.010-003%200554	4741700	Dwi-Alcohol Chronic Offndr	386	402	337	0	0	1	**1**
577.010-004%200554	4741800	Dwi-Alcohol Aggrvatd Offndr	548	537	464	0	0	12	**12**
577.010-005%197554	4742000	Dwi--Alcohol	8,589	8,149	94	6	18	7,129	**7153**
577.010-006%200554	4742300	Dwi-Drug Intox Chronic Offndr	23	21	16	0	0	0	**0**
577.010-007%200554	4742700	Dwi-Drug Intox Aggrvatd Offndr	20	20	17	0	0	0	**0**
577.010-008%197954	4743000	Dwi-Drug Intoxicat-Persist Off	105	82	68	0	0	2	**2**
577.010-009%197954	4743500	Dwi-Drug Intoxicat-Prior Offen	86	72	9	0	1	49	**50**
577.010-010%197954	4744000	Dwi--Drug Intoxication	1,129	942	102	1	4	613	**618**
577.010-011%200554	4744300	Dwi-Alchol/Drug Chronic Offndr	7	7	6	0	0	0	**0**
577.010-012%200554	4744700	Dwi-Alchol/Drug Aggrvtd Offndr	15	9	4	0	0	0	**0**
577.010-013%197954	4745000	Dwi-Comb Alc/Drug Intox-Persis	26	21	17	0	0	0	**0**
577.010-014%197954	4745500	Dwi--Comb Alc/Drug Intox-Prior	23	26	1	0	0	20	**20**
577.010-015%197954	4746000	Dwi--Combined Alc/Drug Intoxic	194	184	16	0	2	124	**126**
577.012-001%200554	4746300	Excessive Bac-Chronic Offndr	6	5	5	0	0	0	**0**
577.012-002%200554	4746700	Excessive Bac-Aggrvatd Offndr	12	9	9	0	0	0	**0**
577.012-003%197954	4747000	Excessive Bac--Persistent Off	34	18	13	0	0	0	**0**
577.012-004%197854	4747500	Excessive Bac--Prior Offender	59	27	0	0	1	8	**9**
577.012-005%200154	4748100	*Disc-Excessive Blood Alcohol	774	523	0	0	0	302	**302**
ORDIN.0-085%200054	9143500	Dwi - Alcohol	6	8	0	0	0	7	**7**
ORDIN.0-086%200054	9144000	Dwi - Alcohol - Prior Offender	0	0	0	0	0	0	**0**
ORDIN.0-087%200054	9145000	DWI - DRUG INTOXICATION	0	1	0	0	0	0	**0**
ORDIN.0-088%200054	9145500	DWI - DRUG INTOXICATION - PRIOR OFF	0	0	0	0	0	0	**0**
ORDIN.0-089%200054	9146500	Dwi - Combine Alcoh/Drg Intoxi	0	0	0	0	0	0	**0**
			14,491	13,357	2,248	7	32	9,184	**9223**

Circuit Level

2015				Guilty Outcomes				Sentence Code	
	Charge description	Filed	Disposed	Jury Verdict- Guilty	Court Trial - Guilty	Guilty Plea	Total Guilty Outcome	DOC	SIS
577.010-001%197954	Dwi--Alcohol--Persistent Offen	1,265	1,380	12	3	1,256	1,271	1,163	7
577.010-002%198254	Dwi--Alcohol--Prior Offender	227	227		1	217	218	3	5
577.010-003%200554	Dwi-Alcohol Chronic Offndr	202	206	4	8	147	159	154	0
577.010-004%200554	Dwi-Alcohol Aggrvatd Offndr	626	655	3	1	589	593	563	3
577.010-005%197554	Dwi--Alcohol	410	396	2		322	324	6	70
577.010-006%200554	Dwi-Drug Intox Chronic Offndr	10	7			4	4	4	
577.010-007%200554	Dwi-Drug Intox Aggrvatd Offndr	36	31	1	1	23	25	25	
577.010-008%197954	Dwi-Drug Intoxicat-Persist Off	71	83			72	72	70	1
577.010-009%197954	Dwi-Drug Intoxicat-Prior Offen	25	26			19	19		
577.010-010%197954	Dwi--Drug Intoxication	172	163			121	121	1	40
577.010-011%200554	Dwi-Alchol/Drug Chronic Offndr	5	2			2	2	2	
577.010-012%200554	Dwi-Alchol/Drug Aggrvtd Offndr	11	9			8	8	8	
577.010-013%197954	Dwi-Comb Alc/Drug Intox-Persis	22	25			21	21	19	
577.010-014%197954	Dwi--Comb Alc/Drug Intox-Prior	5	5			5	5		
577.010-015%197954	Dwi--Combined Alc/Drug Intoxic	18	17		1	12	13		4
577.012-001%200554	Excessive Bac-Chronic Offndr	4	3			1	1	1	
577.012-002%200554	Excessive Bac-Aggrvatd Offndr	5	3			1	1	1	
577.012-003%197954	Excessive Bac--Persistent Off	16	12			3	3	3	
577.012-004%197854	Excessive Bac--Prior Offender	0	0				0		
577.012-005%200154	*Disc-Excessive Blood Alcohol	10	6			2	2		1
ORDIN.0-085%200054	Dwi - Alcohol	164	154		1	77	78		124
ORDIN.0-086%200054	Dwi - Alcohol - Prior Offender	7	8			3	3		6
ORDIN.0-087%200054	DWI - DRUG INTOXICATION	3	4			3	3		6
ORDIN.0-088%200054	DWI - DRUG INTOXICATION - PRIOR OFF	0				0	0		
ORDIN.0-089%200054	Dwi - Combine Alcoh/Drg Intoxi	0				0	0		
		3,314	3,422	22	16	2,908	2,946	2,023	267

| | | | | Guilty Outcomes | | | | Sentence Code | |

2016	Charge description	Filed	Disposed	Jury Verdict-Guilty	Court Trial - Guilty	Guilty Plea	Total Guilty Outcome	DOC	SIS
577.010-001%197954	Dwi--Alcohol--Persistent Offen	1,240	1,181	3	5	1,062	1,070	975	8
577.010-002%198254	Dwi--Alcohol--Prior Offender	183	187	1		172	173	3	1
577.010-003%200554	Dwi-Alcohol Chronic Offndr	256	186	8	4	125	137	124	1
577.010-004%200554	Dwi-Alcohol Aggrvatd Offndr	581	570	3	2	513	518	482	1
577.010-005%197554	Dwi--Alcohol	376	400	4		329	333	2	86
577.010-006%200554	Dwi-Drug Intox Chronic Offndr	16	7	2		3	5	3	
577.010-007%200554	Dwi-Drug Intox Aggrvatd Offndr	30	25			20	20	20	
577.010-008%197954	Dwi-Drug Intoxicat-Persist Off	68	64			51	51	51	
577.010-009%197954	Dwi-Drug Intoxicat-Prior Offen	19	14			12	12		
577.010-010%197954	Dwi--Drug Intoxication	182	175	1	1	130	132		39
577.010-011%200554	Dwi-Alchol/Drug Chronic Offndr	8	7			4	4	3	
577.010-012%200554	Dwi-Alchol/Drug Aggrvtd Offndr	13	13			12	12	12	
577.010-013%197954	Dwi-Comb Alc/Drug Intox-Persis	19	17			13	13	10	
577.010-014%197954	Dwi--Comb Alc/Drug Intox-Prior	4	1			1	1		
577.010-015%197954	Dwi--Combined Alc/Drug Intoxic	28	22			18	18	1	5
577.012-001%200554	Excessive Bac-Chronic Offndr	14	4			1	1	1	
577.012-002%200554	Excessive Bac-Aggrvatd Offndr	12	7			4	4	4	
577.012-003%197954	Excessive Bac--Persistent Off	24	15			9	9	9	
577.012-004%197854	Excessive Bac--Prior Offender	1	1			1	1		
577.012-005%200154	*Disc-Excessive Blood Alcohol	6	8			4	4		
ORDIN.0-085%200054	Dwi - Alcohol	163	146			68	68		56
ORDIN.0-086%200054	Dwi - Alcohol - Prior Offender	3	1			0	0		
ORDIN.0-087%200054	DWI - DRUG INTOXICATION	11	6			3	3		3
ORDIN.0-088%200054	DWI - DRUG INTOXICATION - PRIOR OFF	1	1			1	1		
ORDIN.0-089%200054	Dwi - Combine Alcoh/Drg Intoxi	2	2			0	0		
		3,260	3,060	22	12	2,556	2,590	1,700	200

	A	B	C	D	E	F	G/H	I	J	K	L/M	N	O	P	Q
1	**Municipal (JIS only)**														
2	includes county data														
3													Sentence Code		
4	Calendar Year	Charge Code	Charge description	Charge Level	Filed	Disposed	Certified	Tried/Court-Guilty	Guilty Plea	Total Guilty Outcomes	DOC	Fine	Jail	SIS	Total Sentenced
5	2009	9143500	Dwi - Alcohol	Ordin	1,156	1,103	12	1	959	972	0	217	98	644	959
6		9144000	Dwi - Alcohol - Prior Offender	Ordin	33	16	0	0	11	11	0	5	3	3	11
7		9145000	Dwi - Alcohol - Prior Offender	Ordin	0	55	1	0	44	45	0	20	7	17	44
8		9145500	Dwi - Drug Intox -Prior Offend	Ordin	3	1	0	0	1	1	0	0	1	0	1
9		9146500	Dwi - Combine Alcoh/Drg Intoxi	Ordin	10	7	0	0	5	5	0	0	1	4	5
10			2009 Total		1,202	1,182	13	1	1,020	1,034	0	242	110	668	1,020
11															
12	2010	9143500	Dwi - Alcohol	Ordin	892	875	8	4	753	765	0	237	90	426	753
13		9144000	Dwi - Alcohol - Prior Offender	Ordin	61	38	1	0	31	32	0	20	5	6	31
14		9145000	Dwi - Alcohol - Prior Offender	Ordin	0	67	1	2	46	49	0	16	7	25	48
15		9145500	Dwi - Drug Intox -Prior Offend	Ordin	0	2	0	0	1	1	0	0	0	1	1
16		9146500	Dwi - Combine Alcoh/Drg Intoxi	Ordin	7	7	0	0	5	5	0	2	0	3	5
17			2010 Total		960	989	10	6	836	852	0	275	102	461	838
18															
19	2011	9143500	Dwi - Alcohol	Ordin	867	851	6	1	723	730	1	195	80	446	722
20		9144000	Dwi - Alcohol - Prior Offender	Ordin	45	40	3	0	33	36	0	16	9	8	33
21		9145000	Dwi - Alcohol - Prior Offender	Ordin	0	67	0	0	52	52	0	10	9	33	52
22		9145500	Dwi - Drug Intox -Prior Offend	Ordin	1	1	0	0	1	1	0	0	0	1	1
23		9146500	Dwi - Combine Alcoh/Drg Intoxi	Ordin	9	8	0	0	7	7	0	0	0	7	7
24			2011 Total		922	967	9	1	816	826	1	221	98	495	815
25															
26	2012	9143500	Dwi - Alcohol	Ordin	812	878	12	0	761	773	1	179	68	512	760
27		9144000	Dwi - Alcohol - Prior Offender	Ordin	27	32	1	0	20	21	0	9	2	9	20
28		9145000	Dwi - Alcohol - Prior Offender	Ordin	0	65	0	1	46	47	0	15	5	27	47
29		9146500	Dwi - Combine Alcoh/Drg Intoxi	Ordin	10	8	0	0	8	8	0	1	1	6	8
30			2012 Total		849	983	13	1	835	849	1	204	76	554	835
31															
32	2013	9143500	Dwi - Alcohol	Ordin	740	802	15	4	703	722	0	172	51	482	705
33		9144000	Dwi - Alcohol - Prior Offender	Ordin	35	38	3	0	26	29	0	10	1	15	26
34		9145000	Dwi - Alcohol - Prior Offender	Ordin	0	53	0	0	36	36	0	9	3	24	36
35		9146500	Dwi - Combine Alcoh/Drg Intoxi	Ordin	7	6	0	0	5	5	0	4	0	1	5
36			2013 Total		782	899	18	4	770	792	0	195	55	522	772
37															
38	2014	9143500	Dwi - Alcohol	Ordin	748	804	7	0	699	706	0	166	59	471	696
39		9144000	Dwi - Alcohol - Prior Offender	Ordin	28	30	3	0	19	22	0	4	4	10	18
40		9145000	Dwi - Alcohol - Prior Offender	Ordin	0	70	1	1	51	53	0	12	5	35	52
41		9146500	Dwi - Combine Alcoh/Drg Intoxi	Ordin	3	6	0	0	4	4	0	1	0	3	4
42			2014 Total		779	910	11	1	773	785	0	183	68	519	770
43															
44															

Provided by Office of State Courts Administrator,
Division of Court Business Services,
November 18, 2015

	A	B	C	D	E	F	G/H	I	J	K	L/M	N	O	P	Q
1	Municipal (JIS only)														
2	includes county data														
3												Sentence Code			
4	Calendar Year	Charge Code	Charge description	Charge Level	Filed	Disposed	Certified	Tried/Court-Guilty	Guilty Plea	Total Guilty Outcomes	DOC	Fine	Jail	SIS	Total Sentenced
45	2015														
46	ORDIN.0-085%200054	9143500	Dwi - Alcohol	Ordin	985	967	22	4	802	828	1	159	42	605	**807**
47	ORDIN.0-086%200054	9144000	Dwi - Alcohol - Prior Offender	Ordin	40	38	4	0	29	33		12	6	11	**29**
48	ORDIN.0-087%200054	9145000	DWI - DRUG INTOXICATION	Ordin	99	91	0	1	65	66		19	4	43	**66**
49	ORDIN.0-089%200054	9146500	Dwi - Combine Alcoh/Drg Intoxi	Ordin	7	5	0	0	5	5		2	0	3	**5**
50			2015 Total		1,131	1,101	26	5	901	932	1	192	52	662	**907**
51															
52	2016														
53	ORDIN.0-085%200054	9143500	Dwi - Alcohol	Ordin	919	911	30	2	759	791	0	177	44	536	**757**
54	ORDIN.0-086%200054	9144000	Dwi - Alcohol - Prior Offender	Ordin	29	26	2	0	17	19	0	9	1	7	**17**
55	ORDIN.0-087%200054	9145000	DWI - DRUG INTOXICATION	Ordin	115	76	2	0	59	61	0	14	2	42	**58**
56	ORDIN.0-089%200054	9146500	Dwi - Combine Alcoh/Drg Intoxi	Ordin	26	15	0	0	7	7	0	2	1	4	**7**
57			2016 Total		1089	1028	34	2	842	878	0	202	48	589	**839**
58															
59			Statewide Totals:		7,714	8,059	134	21	6,793	6,948	3	1,714	609	4,470	**6,796**

Associate Level

							Guilty Outcomes				Sentenct Code				
Calendar Year	Charge Code	Charge description	Filed	Disposed	Bound Over/ Certified	Jury Verdict- Guilty	Court Trial - Guilty	Guilty Plea	Total Guilty Outcome	DOC	Fine	Jail	SIS	Total Sentenced
2009	4741000	Dwi--Alcohol--Persistent Offen	2,042	1,725	1,528	0	0	10	10	0	2	6	1	9
	4741500	Dwi--Alcohol--Prior Offender	2,293	2,462	70	6	30	2,139	2,175	1	444	1,641	87	2,173
	4741700	Dwi-Alcohol Chronic Offndr	460	396	340	0	0	0	0	-	-	-	-	-
	4741800	Dwi-Alcohol Aggrvatd Offndr	727	652	569	0	0	2	2	2	0	0	0	2
	4742000	Dwi--Alcohol	12,763	14,312	292	9	73	12,669	12,751	4	2,230	4,972	5,528	12,734
	4742300	Dwi-Drug Intox Chronic Offndr	4	3	3	0	0	0	0	-	-	-	-	-
	4742700	Dwi-Drug Intox Aggrvatd Offndr	20	8	6	0	0	0	0	-	-	-	-	-
	4743000	Dwi-Drug Intoxicat-Persist Off	67	54	48	0	0	0	0	-	-	-	-	-
	4743500	Dwi-Drug Intoxicat-Prior Offen	64	59	3	1	0	39	40	0	9	30	1	40
	4744000	Dwi--Drug Intoxication	724	845	48	0	8	634	642	0	141	285	211	637
	4744300	Dwi-Alchol/Drug Chronic Offndr	16	12	11	0	0	0	0	-	-	-	-	-
	4744700	Dwi-Alchol/Drug Aggrvtd Offndr	16	14	13	0	0	0	0	-	-	-	-	-
	4745000	Dwi-Comb Alc/Drug Intox-Persis	50	67	57	0	0	0	0	-	-	-	-	-
	4745500	Dwi--Comb Alc/Drug Intox-Prior	41	49	2	0	2	37	39	0	10	28	1	39
	4746000	Dwi--Combined Alc/Drug Intoxic	209	225	12	0	0	174	174	0	43	87	44	174
	4746300	Excessive Bac-Chronic Offndr	3	2	2	0	0	0	0	-	-	-	-	-
	4746700	Excessive Bac-Aggrvatd Offndr	4	5	5	0	0	0	0	-	-	-	-	-
	4747000	Excessive Bac--Persistent Off	0	2	1	0	0	0	0	-	-	-	-	-
	4747500	Excessive Bac--Prior Offender	7	173	1	0	2	167	169	0	39	128	2	169
	4748000	Excessive Bac--Prior Offender	0	3	0	0	0	1	1	0	0	0	1	1
	4748100	Disc-Excessive Blood Alcoho	56	938	0	1	1	908	910	0	372	468	70	910
	9143500	Dwi - Alcohol	302	270	15	0	2	202	204	0	63	48	93	204
	9144000	Dwi - Alcohol - Prior Offender	15	15	0	0	1	9	10	0	4	6	0	10
	9145000	Dwi - Alcohol - Prior Offender	0	7	0	0	0	3	3	0	0	2	1	3
	9146500	Dwi - Combine Alcoh/Drg Intoxi	2	2	0	0	0	2	2	0	0	2	0	2
		2009 Total	19,885	22,300	3,026	17	119	16,996	17,132	7	3,357	7,703	6,040	17,107

	A	B	C	E	F	H	I	J	K	L	N	O	P	Q	R
1	Associate Level														
2															
3								Guilty Outcomes				Sentenct Code			
4	Calendar Year	Charge Code	Charge description	Filed	Disposed	Bound Over/ Certified	Jury Verdict- Guilty	Court Trial - Guilty	Guilty Plea	Total Guilty Outcome	DOC	Fine	Jail	SIS	Total Sentenced
32	2010	4741000	Dwi--Alcohol--Persistent Offen	2,029	1,768	1,526	0	0	6	6	4	0	2	0	6
33		4741500	Dwi--Alcohol--Prior Offender	1,793	2,151	45	2	9	1,894	1,905	0	376	1,451	75	1,902
34		4741700	Dwi-Alcohol Chronic Offndr	554	500	410	0	0	0	0	-	-	-	-	-
35		4741800	Dwi-Alcohol Aggrvatd Offndr	751	721	634	0	0	1	1	1	0	0	0	1
36		4742000	Dwi--Alcohol	10,677	11,971	247	4	45	10,467	10,516	2	1,721	3,663	5,117	10,503
37		4742300	Dwi-Drug Intox Chronic Offndr	14	11	10	0	0	0	0	-	-	-	-	-
38		4742700	Dwi-Drug Intox Aggrvatd Offndr	21	24	16	0	0	0	0	-	-	-	-	-
39		4743000	Dwi-Drug Intoxicat-Persist Off	74	64	52	0	0	1	1	0	0	0	1	1
40		4743500	Dwi-Drug Intoxicat-Prior Offen	66	68	4	0	0	50	50	1	9	35	5	50
41		4744000	Dwi--Drug Intoxication	814	783	50	0	6	569	575	0	96	247	232	575
42		4744300	Dwi-Alchol/Drug Chronic Offndr	17	15	12	0	0	0	0	-	-	-	-	-
43		4744700	Dwi-Alchol/Drug Aggrvtd Offndr	18	18	18	0	0	0	0	-	-	-	-	-
44		4745000	Dwi-Comb Alc/Drug Intox-Persis	41	49	38	0	0	0	0	-	-	-	-	-
45		4745500	Dwi--Comb Alc/Drug Intox-Prior	28	34	6	0	0	25	25	0	7	17	1	25
46		4746000	Dwi--Combined Alc/Drug Intoxic	220	225	16	0	5	166	171	0	37	70	64	171
47		4746300	Excessive Bac-Chronic Offndr	4	3	2	0	0	0	0	-	-	-	-	-
48		4746700	Excessive Bac-Aggrvatd Offndr	2	2	2	0	0	0	0	-	-	-	-	-
49		4747000	Excessive Bac--Persistent Off	9	7	5	0	0	0	0	-	-	-	-	-
50		4747500	Excessive Bac--Prior Offender	2	16	0	0	0	15	15	0	4	10	1	15
51		4748000	Excessive Bac--Prior Offender	0	1	0	0	0	0	0	-	-	-	-	-
52		4748100	Disc-Excessive Blood Alcoho	55	515	1	3	0	491	494	0	289	157	48	494
53		9143500	Dwi - Alcohol	299	162	1	0	1	123	124	0	38	31	55	124
54		9144000	Dwi - Alcohol - Prior Offender	19	12	0	0	0	8	8	0	3	3	2	8
55		9145000	Dwi - Alcohol - Prior Offender	0	5	0	0	1	2	3	0	0	1	2	3
56		9146500	Dwi - Combine Alcoh/Drg Intoxi	2	1	0	0	0	1	1	0	1	0	0	1
57			2010 Total	17,509	19,126	3,095	9	67	13,819	13,895	8	2,581	5,687	5,603	13,879
58															

Associate Level

	Calendar	Charge				Bound Over/	Jury Verdict-	Court Trial -		Total Guilty					Total
	Year	Code	Charge description	Filed	Disposed	Certified	Guilty	Guilty	Guilty Plea	Outcome	DOC	Fine	Jail	SIS	Sentenced
								Guilty Outcomes					*Sentenct Code*		
59	2011	4741000	Dwi--Alcohol--Persistent Offen	2,110	1,859	1,638	1	0	15	16	15	0	1	0	16
60		4741500	Dwi--Alcohol--Prior Offender	1,971	2,261	69	4	13	1,952	1,969	2	447	1,433	85	1,967
61		4741700	Dwi-Alcohol Chronic Offndr	536	535	457	0	0	2	2	2	0	0	0	2
62		4741800	Dwi-Alcohol Aggrvatd Offndr	886	792	701	0	0	3	3	3	0	0	0	3
63		4742000	Dwi--Alcohol	11,070	12,078	227	3	61	10,662	10,726	0	1,776	3,706	5,223	10,705
64		4742300	Dwi-Drug Intox Chronic Offndr	12	9	8	0	0	0	0	-	-	-	-	-
65		4742700	Dwi-Drug Intox Aggrvatd Offndr	25	19	15	0	0	0	0	-	-	-	-	-
66		4743000	Dwi-Drug Intoxicat-Persist Off	84	62	51	0	0	2	2	1	0	1	0	2
67		4743500	Dwi-Drug Intoxicat-Prior Offen	77	76	7	0	2	53	55	0	8	39	7	54
68		4744000	Dwi--Drug Intoxication	930	987	73	0	5	736	741	0	140	335	264	739
69		4744300	Dwi-Alchol/Drug Chronic Offndr	11	13	11	0	0	0	0	-	-	-	-	-
70		4744700	Dwi-Alchol/Drug Aggrvtd Offndr	20	22	20	0	0	2	2	2	0	0	0	2
71		4745000	Dwi-Comb Alc/Drug Intox-Persis	29	31	26	0	0	0	0	-	-	-	-	-
72		4745500	Dwi--Comb Alc/Drug Intox-Prior	43	33	3	0	0	18	18	0	2	14	2	18
73		4746000	Dwi--Combined Alc/Drug Intoxic	194	216	14	0	1	167	168	0	30	69	67	166
74		4746300	Excessive Bac-Chronic Offndr	3	4	2	0	0	0	0	-	-	-	-	-
75		4746700	Excessive Bac-Aggrvatd Offndr	1	4	2	0	0	0	0	-	-	-	-	-
76		4747000	Excessive Bac--Persistent Off	3	4	2	0	0	0	0	-	-	-	-	-
77		4747500	Excessive Bac--Prior Offender	2	7	0	0	0	6	6	0	1	4	1	6
78		4748100	*Disc-Excessive Blood Alcoho	25	398	1	2	4	385	391	0	231	122	38	391
79		9143500	Dwi - Alcohol	411	192	1	0	2	136	138	0	35	31	72	138
80		9144000	Dwi - Alcohol - Prior Offender	15	10	0	0	0	6	6	0	5	1	0	6
81		9145000	Dwi - Alcohol - Prior Offender	0	11	0	0	0	5	5	0	1	0	4	5
82		9146500	Dwi - Combine Alcoh/Drg Intoxi	2	2	0	0	0	1	1	0	0	0	1	1
83			2011 Total	18,460	19,625	3,328	10	88	14,151	14,249	25	2,676	5,756	5,764	14,221
84															

Associate Level

Calendar Year	Charge Code	Charge description	Filed	Disposed	Bound Over/ Certified	Guilty Outcomes			Total Guilty Outcome	Sentenct Code				Total Sentenced
						Jury Verdict- Guilty	Court Trial - Guilty	Guilty Plea		DOC	Fine	Jail	SIS	
2012	4741000	Dwi--Alcohol--Persistent Offen	1,898	1,883	1,669	0	0	20	20	17	0	2	1	20
	4741500	Dwi--Alcohol--Prior Offender	1,742	2,220	66	4	18	1,945	1,967	3	440	1,443	76	1,962
	4741700	Dwi-Alcohol Chronic Offndr	520	515	450	0	0	1	1	1	0	0	0	1
	4741800	Dwi-Alcohol Aggrvatd Offndr	795	806	709	0	0	8	8	8	0	0	0	8
	4742000	Dwi--Alcohol	10,395	11,881	190	14	56	10,561	10,631	3	1,763	3,491	5,362	10,619
	4742300	Dwi-Drug Intox Chronic Offndr	12	14	7	0	0	0	0	-	-	-	-	-
	4742700	Dwi-Drug Intox Aggrvatd Offndr	25	26	21	0	0	0	0	-	-	-	-	-
	4743000	Dwi-Drug Intoxicat-Persist Off	69	66	50	0	0	0	0	-	-	-	-	-
	4743500	Dwi-Drug Intoxicat-Prior Offen	85	91	7	0	3	67	70	0	14	51	4	69
	4744000	Dwi--Drug Intoxication	905	921	74	0	5	676	681	0	95	272	313	680
	4744300	Dwi-Alchol/Drug Chronic Offndr	12	8	7	0	0	0	0	-	-	-	-	-
	4744700	Dwi-Alchol/Drug Aggrvtd Offndr	16	15	12	0	0	1	1	1	0	0	0	1
	4745000	Dwi-Comb Alc/Drug Intox-Persis	31	32	27	0	0	0	0	-	-	-	-	-
	4745500	Dwi--Comb Alc/Drug Intox-Prior	33	41	1	0	1	35	36	0	8	26	2	36
	4746000	Dwi--Combined Alc/Drug Intoxic	247	247	17	0	5	191	196	1	28	81	86	196
	4746700	Excessive Bac-Aggrvatd Offndr	4	5	5	0	0	0	0	-	-	-	-	-
	4747000	Excessive Bac--Persistent Off	8	7	4	0	0	0	0	-	-	-	-	-
	4747500	Excessive Bac--Prior Offender	7	3	0	0	0	2	2	0	1	1	0	2
	4748000	Excessive Bac--Prior Offender	0	2	0	0	0	0	0	-	-	-	-	-
	4748100	*Disc-Excessive Blood Alcoho	57	385	1	0	0	366	366	0	195	124	47	366
	9143500	Dwi - Alcohol	307	176	0	0	4	134	138	0	45	29	64	138
	9144000	Dwi - Alcohol - Prior Offender	8	5	0	0	0	3	3	0	1	1	1	3
	9145000	Dwi - Alcohol - Prior Offender	0	10	0	0	0	7	7	0	1	0	6	7
	9146500	Dwi - Combine Alcoh/Drg Intoxi	3	1	0	0	0	1	1	0	0	0	1	1
		2012 Total	17,179	19,360	3,317	18	92	14,018	14,128	34	2,591	5,521	5,963	14,109

Provided by Office of State Courts Administrator,

Division of Court Business Services,

November 18, 2015

	A	B	C	E	F	H	I	J	K	L	N	O	P	Q	R
1	Associate Level														
2															
3									Guilty Outcomes				Sentenct Code		
4	Calendar Year	Charge Code	Charge description	Filed	Disposed	Bound Over/ Certified	Jury Verdict- Guilty	Court Trial - Guilty	Guilty Plea	Total Guilty Outcome	DOC	Fine	Jail	SIS	Total Sentenced
111	2013	4741000	Dwi--Alcohol--Persistent Offen	1,853	1,757	1,579	0	0	6	6	6	0	0	0	6
112		4741500	Dwi--Alcohol--Prior Offender	1,553	1,720	47	0	8	1,484	1,492	1	299	1,137	51	1,488
113		4741700	Dwi-Alcohol Chronic Offndr	440	461	385	0	0	0	0	-	-	-	-	-
114		4741800	Dwi-Alcohol Aggrvatd Offndr	729	739	662	0	0	2	2	2	0	0	0	2
115		4742000	Dwi--Alcohol	10,053	11,153	178	9	52	9,883	9,944	6	1,530	3,198	5,194	9,928
116		4742300	Dwi-Drug Intox Chronic Offndr	12	15	14	0	0	0	0	-	-	-	-	-
117		4742700	Dwi-Drug Intox Aggrvatd Offndr	20	22	19	0	0	0	0	-	-	-	-	-
118		4743000	Dwi-Drug Intoxicat-Persist Off	90	81	63	0	0	0	0	-	-	-	-	-
119		4743500	Dwi-Drug Intoxicat-Prior Offen	70	68	3	0	0	58	58	0	11	43	4	58
120		4744000	Dwi--Drug Intoxication	994	1,011	88	0	8	717	725	0	122	321	278	721
121		4744300	Dwi-Alchol/Drug Chronic Offndr	7	9	8	0	0	0	0	-	-	-	-	-
122		4744700	Dwi-Alchol/Drug Aggrvtd Offndr	14	15	13	0	0	0	0	-	-	-	-	-
123		4745000	Dwi-Comb Alc/Drug Intox-Persis	30	35	28	0	0	0	0	-	-	-	-	-
124		4745500	Dwi--Comb Alc/Drug Intox-Prior	23	26	0	0	0	21	21	0	3	18	0	21
125		4746000	Dwi--Combined Alc/Drug Intoxic	236	238	13	0	3	176	179	1	31	61	86	179
126		4746300	Excessive Bac-Chronic Offndr	1	0	0	0	0	0	0	-	-	-	-	-
127		4746700	Excessive Bac-Aggrvatd Offndr	4	2	2	0	0	0	0	-	-	-	-	-
128		4747000	Excessive Bac--Persistent Off	6	5	5	0	0	0	0	-	-	-	-	-
129		4747500	Excessive Bac--Prior Offender	7	13	0	0	0	9	9	0	1	8	0	9
130		4748000	Excessive Bac--Prior Offender	0	1	0	0	0	0	0	-	-	-	-	-
131		4748100	Disc-Excessive Blood Alcoho	40	308	3	2	2	280	284	0	134	111	39	284
132		9143500	Dwi - Alcohol	303	134	0	0	6	95	101	0	28	24	49	101
133		9144000	Dwi - Alcohol - Prior Offender	9	8	0	0	0	6	6	0	2	4	0	6
134		9145000	Dwi - Alcohol - Prior Offender	0	13	0	0	0	10	10	0	5	0	5	10
135		9146500	Dwi - Combine Alcoh/Drg Intoxi	5	2	0	0	0	1	1	0	1	0	0	1
136			2013 Total	16,499	17,836	3,110	11	79	12,748	12,838	16	2,167	4,925	5,706	12,814
137															

	A	B	C	E	F	H	I	J	K	L	N	O	P	Q	R
1	Associate Level														
2															
3									Guilty Outcomes			Sentenct Code			
4	Calendar Year	Charge Code	Charge description	Filed	Disposed	Bound Over/ Certified	Jury Verdict- Guilty	Court Trial - Guilty	Guilty Plea	Total Guilty Outcome	DOC	Fine	Jail	SIS	Total Sentenced
138	2014	4741000	Dwi--Alcohol--Persistent Offen	1,577	1,543	1,353	0	0	20	20	9	2	8	0	19
139		4741500	Dwi--Alcohol--Prior Offender	1,382	1,608	35	3	1	1,410	1,414	1	303	1,062	47	1,413
140		4741700	Dwi-Alcohol Chronic Offndr	453	419	347	0	0	1	1	1	0	0	0	1
141		4741800	Dwi-Alcohol Aggrvatd Offndr	579	609	537	0	0	4	4	3	0	1	0	4
142		4742000	Dwi--Alcohol	8,648	10,087	193	4	28	8,976	9,008	3	1,536	2,945	4,516	9,000
143		4742300	Dwi-Drug Intox Chronic Offndr	18	17	15	0	0	0	0	-	-	-	-	-
144		4742700	Dwi-Drug Intox Aggrvatd Offndr	28	18	17	0	0	0	0	-	-	-	-	-
145		4743000	Dwi-Drug Intoxicat-Persist Off	78	64	59	0	0	0	0	-	-	-	-	-
146		4743500	Dwi-Drug Intoxicat-Prior Offen	85	83	11	0	0	57	57	1	9	45	2	57
147		4744000	Dwi--Drug Intoxication	918	990	88	0	9	719	728	0	120	298	307	725
148		4744300	Dwi-Alchol/Drug Chronic Offndr	10	9	6	0	0	0	0	-	-	-	-	-
149		4744700	Dwi-Alchol/Drug Aggrvtd Offndr	13	13	10	0	0	0	0	-	-	-	-	-
150		4745000	Dwi-Comb Alc/Drug Intox-Persis	24	21	17	0	0	0	0	-	-	-	-	-
151		4745500	Dwi--Comb Alc/Drug Intox-Prior	27	32	2	0	0	25	25	0	7	18	0	25
152		4746000	Dwi--Combined Alc/Drug Intoxic	173	212	16	0	1	152	153	0	22	62	69	153
153		4746300	Excessive Bac-Chronic Offndr	0	1	1	0	0	0	0	-	-	-	-	-
154		4746700	Excessive Bac-Aggrvatd Offndr	2	3	3	0	0	0	0	-	-	-	-	-
155		4747000	Excessive Bac--Persistent Off	13	9	8	0	0	0	0	-	-	-	-	-
156		4747500	Excessive Bac--Prior Offender	9	9	0	0	0	4	4	0	0	4	0	4
157		4748100	*Disc-Excessive Blood Alcoho	116	302	0	0	0	261	261	0	125	79	56	260
158		9143500	Dwi - Alcohol	386	142	0	0	4	110	114	0	23	16	75	114
159		9144000	Dwi - Alcohol - Prior Offender	17	7	0	0	0	5	5	0	1	0	4	5
160		9145000	Dwi - Alcohol - Prior Offender	0	8	0	0	0	7	7	0	1	3	3	7
161		9146500	Dwi - Combine Alcoh/Drg Intoxi	3	1	0	0	0	1	1	0	0	0	1	1
162			2014 Total	14,559	16,207	2,718	7	43	11,752	11,802	18	2,149	4,541	5,080	11,788
163			Statewide Totals:	104,091	114,454	18,594	72	488	83,484	84,044	108	15,521	34,133	34,156	83,918

Circuit Level

	Calendar Year	Charge Code	Charge description	Charge Level	Filed	Disposed	Guilty Outcomes				Sentenct Code				Total Sentenced
							Jury Verdict- Guilty	Court Trial - Guilty	Guilty Plea	Guilty Outcome	DOC	Fine	Jail	SIS	
5	2009	4741000	Dwi--Alcohol--Persistent Offen	Fel/D	1,699	1,552	9	10	1,403	1,422	1,343	3	29	27	1,402
6		4741500	Dwi--Alcohol--Prior Offender	Misd/A	111	203	2	0	172	174	2	14	149	8	173
7		4741700	Dwi-Alcohol Chronic Offndr	Fel/B	371	208	7	1	163	171	166	0	0	0	166
8		4741800	Dwi-Alcohol Aggrvatd Offndr	Fel/C	680	683	4	3	628	635	612	5	5	2	624
9		4742000	Dwi--Alcohol	Misd/B	589	685	11	3	538	552	4	41	348	158	551
10		4742300	Dwi-Drug Intox Chronic Offndr	Fel/B	3	3	1	0	1	2	2	0	0	0	2
11		4742700	Dwi-Drug Intox Aggrvatd Offndr	Fel/C	9	11	0	0	11	11	11	0	0	0	11
12		4743000	Dwi-Drug Intoxicat-Persist Off	Fel/D	58	43	0	0	35	35	33	0	1	0	34
13		4743500	Dwi-Drug Intoxicat-Prior Offen	Misd/A	11	9	0	0	8	8	1	0	6	1	8
14		4744000	Dwi--Drug Intoxication	Misd/B	91	92	0	0	54	54	0	3	28	23	54
15		4744300	Dwi-Alchol/Drug Chronic Offndr	Fel/B	11	12	0	0	10	10	10	0	0	0	10
16		4744700	Dwi-Alchol/Drug Aggrvtd Offndr	Fel/C	14	14	0	0	14	14	14	0	0	0	14
17		4745000	Dwi-Comb Alc/Drug Intox-Persis	Fel/D	76	80	2	0	72	74	66	2	3	1	72
18		4745500	Dwi--Comb Alc/Drug Intox-Prior	Misd/A	2	5	0	0	5	5	0	0	5	0	5
19		4746000	Dwi--Combined Alc/Drug Intoxic	Misd/B	25	36	1	0	28	29	1	1	16	11	29
20		4746300	Excessive Bac-Chronic Offndr	Fel/B	3	2	0	0	0	0	0	0	0	0	0
21		4746700	Excessive Bac-Aggrvatd Offndr	Fel/C	6	8	0	0	4	4	4	0	0	0	4
22		4747000	Excessive Bac--Persistent Off	Fel/D	1	5	0	0	3	3	3	0	0	0	3
23		4747500	Excessive Bac--Prior Offender	Misd/A	3	6	0	0	5	5	1	0	3	1	5
24		4748100	*Disc-Excessive Blood Alcohol	Misd/B	9	28	0	0	26	26	0	6	11	9	26
25		9143500	Dwi - Alcohol	Ordin	244	193	1	3	130	134	0	12	16	105	133
26		9144000	Dwi - Alcohol - Prior Offender	Ordin	2	1	0	0	0	0	0	0	0	0	0
27		9145000	Dwi - Alcohol - Prior Offender	Ordin	0	3	0	0	1	1	0	0	0	1	1
28		9146500	Dwi - Combine Alcoh/Drg Intoxi	Ordin	1	0	0	0	0	0	0	0	0	0	0
29			**2009 Total**		**4,019**	**3,882**	**38**	**20**	**3,311**	**3,369**	**2,273**	**87**	**620**	**347**	**3,327**

	A	B	C	D	E	F	H	I	J	K	M	N	O	P	Q
1	Circuit Level														
2															
3								Guilty Outcomes				Sentenct Code			
4	Calendar Year	Charge Code	Charge description	Charge Level	Filed	Disposed	Jury Verdict- Guilty	Court Trial - Guilty	Guilty Plea	Guilty Outcome	DOC	Fine	Jail	SIS	Total Sentenced
31	2010	4741000	Dwi--Alcohol--Persistent Offen	Fel/D	1,686	1,591	5	9	1,405	1,419	1,329	8	27	14	1,378
32		4741500	Dwi--Alcohol--Prior Offender	Misd/A	70	161	0	0	147	147	2	10	131	4	147
33		4741700	Dwi-Alcohol Chronic Offndr	Fel/B	469	234	3	1	199	203	197	0	1	0	198
34		4741800	Dwi-Alcohol Aggrvatd Offndr	Fel/C	740	744	5	3	691	699	685	0	3	4	692
35		4742000	Dwi--Alcohol	Misd/B	409	660	3	2	538	543	2	35	286	221	544
36		4742300	Dwi-Drug Intox Chronic Offndr	Fel/B	10	2	0	0	2	2	2	0	0	0	2
37		4742700	Dwi-Drug Intox Aggrvatd Offndr	Fel/C	18	18	0	0	18	18	17	0	0	0	17
38		4743000	Dwi-Drug Intoxicat-Persist Off	Fel/D	53	53	0	0	47	47	44	0	1	1	46
39		4743500	Dwi-Drug Intoxicat-Prior Offen	Misd/A	5	11	0	1	10	11	0	0	8	3	11
40		4744000	Dwi--Drug Intoxication	Misd/B	94	99	0	0	68	68	2	3	40	23	68
41		4744300	Dwi-Alchol/Drug Chronic Offndr	Fel/B	11	6	0	0	3	3	3	0	0	0	3
42		4744700	Dwi-Alchol/Drug Aggrvtd Offndr	Fel/C	17	20	0	0	19	19	19	0	0	0	19
43		4745000	Dwi-Comb Alc/Drug Intox-Persis	Fel/D	49	46	0	0	35	35	31	1	3	0	35
44		4745500	Dwi--Comb Alc/Drug Intox-Prior	Misd/A	5	7	0	0	7	7	0	0	7	0	7
45		4746000	Dwi--Combined Alc/Drug Intoxic	Misd/B	24	25	0	0	19	19	0	3	10	6	19
46		4746300	Excessive Bac-Chronic Offndr	Fel/B	2	1	0	0	0	0	0	0	0	0	0
47		4746700	Excessive Bac-Aggrvatd Offndr	Fel/C	2	3	0	0	1	1	1	0	0	0	1
48		4747000	Excessive Bac--Persistent Off	Fel/D	4	3	0	0	3	3	1	0	2	0	3
49		4747500	Excessive Bac--Prior Offender	Misd/A	1	8	0	0	6	6	0	1	3	1	5
50		4748100	*Disc-Excessive Blood Alcohol	Misd/B	34	40	0	0	37	37	0	4	12	21	37
51		9143500	Dwi - Alcohol	Ordin	324	241	1	0	175	176	0	16	19	141	176
52		9144000	Dwi - Alcohol - Prior Offender	Ordin	5	3	0	0	3	3	0	0	0	3	3
53		9145000	Dwi - Alcohol - Prior Offender	Ordin	0	6	0	0	5	5	0	0	0	5	5
54			2010 Total		4,032	3,982	17	16	3,438	3,471	2,335	81	553	447	3,416
55															

	A	B	C	D	E	F	H	I	J	K	M	N	O	P	Q
1	Circuit Level														
2															
3									Guilty Outcomes				Sentenct Code		
4	Calendar Year	Charge Code	Charge description	Charge Level	Filed	Disposed	Jury Verdict-Guilty	Court Trial - Guilty	Guilty Plea	Guilty Outcome	DOC	Fine	Jail	SIS	Total Sentenced
56	2011	4741000	Dwi--Alcohol--Persistent Offen	Fel/D	1,829	1,754	6	9	1,556	1,571	1,471	4	19	28	1,522
57		4741500	Dwi--Alcohol--Prior Offender	Misd/A	99	165	1	1	148	150	2	4	139	5	150
58		4741700	Dwi-Alcohol Chronic Offndr	Fel/B	515	243	6	1	196	203	190	0	1	0	191
59		4741800	Dwi-Alcohol Aggrvatd Offndr	Fel/C	813	855	7	2	787	796	759	0	9	1	769
60		4742000	Dwi--Alcohol	Misd/B	377	513	5	4	423	432	5	26	263	135	429
61		4742300	Dwi-Drug Intox Chronic Offndr	Fel/B	10	3	0	0	2	2	2	0	0	0	2
62		4742700	Dwi-Drug Intox Aggrvatd Offndr	Fel/C	22	25	0	0	23	23	21	0	0	1	22
63		4743000	Dwi-Drug Intoxicat-Persist Off	Fel/D	59	63	0	0	57	57	55	0	0	1	56
64		4743500	Dwi-Drug Intoxicat-Prior Offen	Misd/A	7	7	0	0	6	6	0	0	6	0	6
65		4744000	Dwi--Drug Intoxication	Misd/B	106	109	0	0	84	84	1	5	49	28	83
66		4744300	Dwi-Alchol/Drug Chronic Offndr	Fel/B	11	5	0	0	5	5	4	0	0	0	4
67		4744700	Dwi-Alchol/Drug Aggrvtd Offndr	Fel/C	24	18	0	0	15	15	13	0	1	0	14
68		4745000	Dwi-Comb Alc/Drug Intox-Persis	Fel/D	32	38	0	0	30	30	26	0	1	1	28
69		4745500	Dwi--Comb Alc/Drug Intox-Prior	Misd/A	4	4	0	0	3	3	0	0	3	0	3
70		4746000	Dwi--Combined Alc/Drug Intoxic	Misd/B	21	24	0	0	18	18	0	1	12	5	18
71		4746300	Excessive Bac-Chronic Offndr	Fel/B	2	1	0	0	0	0	0	0	0	0	0
72		4746700	Excessive Bac-Aggrvatd Offndr	Fel/C	2	3	0	0	2	2	2	0	0	0	2
73		4747000	Excessive Bac--Persistent Off	Fel/D	2	2	0	0	1	1	1	0	0	0	1
74		4747500	Excessive Bac--Prior Offender	Misd/A	1	2	0	0	2	2	0	0	2	0	2
75		4748100	*Disc-Excessive Blood Alcohol	Misd/B	2	6	0	0	6	6	0	0	5	1	6
76		9143500	Dwi - Alcohol	Ordin	385	262	0	2	213	215	0	30	17	168	215
77		9144000	Dwi - Alcohol - Prior Offender	Ordin	3	4	0	0	3	3	0	0	0	3	3
78		9145000	Dwi - Alcohol - Prior Offender	Ordin	0	7	0	0	4	4	0	0	1	3	4
79		9146500	Dwi - Combine Alcoh/Drg Intoxi	Ordin	2	2	0	0	1	1	0	0	0	1	1
80			2011 Total		4,328	4,115	25	19	3,585	3,629	2,552	70	528	381	3,531
81															

Circuit Level

	Calendar Year	Charge Code	Charge description	Charge Level	Filed	Disposed	Guilty Outcomes Jury Verdict-Guilty	Court Trial - Guilty	Guilty Plea	Guilty Outcome	Sentenct Code DOC	Fine	Jail	SIS	Total Sentenced
82	2012	4741000	Dwi--Alcohol--Persistent Offen	Fel/D	1,867	1,734	6	8	1,586	1,600	1,474	7	25	13	1,519
83		4741500	Dwi--Alcohol--Prior Offender	Misd/A	77	193	0	0	178	178	3	13	155	7	178
84		4741700	Dwi-Alcohol Chronic Offndr	Fel/B	515	232	6	3	176	185	178	0	0	2	180
85		4741800	Dwi-Alcohol Aggrvatd Offndr	Fel/C	818	874	8	2	802	812	780	0	9	4	793
86		4742000	Dwi--Alcohol	Misd/B	296	494	1	1	418	420	3	36	267	111	417
87		4742300	Dwi-Drug Intox Chronic Offndr	Fel/B	9	2	0	0	2	2	2	0	0	0	2
88		4742700	Dwi-Drug Intox Aggrvatd Offndr	Fel/C	29	23	0	0	17	17	16	0	0	0	16
89		4743000	Dwi-Drug Intoxicat-Persist Off	Fel/D	60	62	0	0	55	55	51	0	1	2	54
90		4743500	Dwi-Drug Intoxicat-Prior Offen	Misd/A	10	8	0	0	7	7	0	1	6	0	7
91		4744000	Dwi--Drug Intoxication	Misd/B	108	112	0	0	86	86	3	4	54	25	86
92		4744300	Dwi-Alchol/Drug Chronic Offndr	Fel/B	7	5	0	0	3	3	3	0	0	0	3
93		4744700	Dwi-Alchol/Drug Aggrvtd Offndr	Fel/C	16	19	0	0	17	17	17	0	0	0	17
94		4745000	Dwi-Comb Alc/Drug Intox-Persis	Fel/D	33	36	1	0	29	30	27	0	0	1	28
95		4745500	Dwi--Comb Alc/Drug Intox-Prior	Misd/A	5	6	0	0	4	4	0	0	4	0	4
96		4746000	Dwi--Combined Alc/Drug Intoxic	Misd/B	20	18	0	0	12	12	0	1	7	4	12
97		4746300	Excessive Bac-Chronic Offndr	Fel/B	2	2	0	0	0	0	0	0	0	0	0
98		4746700	Excessive Bac-Aggrvatd Offndr	Fel/C	5	2	0	0	1	1	1	0	0	0	1
99		4747000	Excessive Bac--Persistent Off	Fel/D	5	4	0	0	4	4	2	0	1	1	4
100		4747500	Excessive Bac--Prior Offender	Misd/A	0	1	0	0	1	1	0	0	1	0	1
101		4748100	*Disc-Excessive Blood Alcohol	Misd/B	0	1	0	0	1	1	0	0	1	0	1
102		9143500	Dwi - Alcohol	Ordin	366	300	0	1	247	248	0	28	16	204	248
103		9144000	Dwi - Alcohol - Prior Offender	Ordin	4	3	0	0	1	1	0	0	0	1	1
104		9145000	Dwi - Alcohol - Prior Offender	Ordin	0	1	0	0	1	1	0	0	1	0	1
105		9146500	Dwi - Combine Alcoh/Drg Intoxi	Ordin	5	2	0	0	2	2	0	0	1	1	2
106			2012 Total		4,257	4,134	22	15	3,650	3,687	2,560	90	549	376	3,575
107															

	A	B	C	D	E	F	H	I	J	K	M	N	O	P	Q
1	Circuit Level														
2															
3								Guilty Outcomes				Sentenct Code			
4	Calendar Year	Charge Code	Charge description	Charge Level	Filed	Disposed	Jury Verdict-Guilty	Court Trial - Guilty	Guilty Plea	Guilty Outcome	DOC	Fine	Jail	SIS	Total Sentenced
108	2013	4741000	Dwi--Alcohol--Persistent Offen	Fel/D	1,793	1,741	9	6	1,573	1,588	1,450	0	28	9	1,487
109		4741500	Dwi--Alcohol--Prior Offender	Misd/A	64	202	1	1	187	189	5	8	171	5	189
110		4741700	Dwi-Alcohol Chronic Offndr	Fel/B	472	256	10	4	198	212	198	0	0	1	199
111		4741800	Dwi-Alcohol Aggrvatd Offndr	Fel/C	793	798	3	4	717	724	687	0	6	1	694
112		4742000	Dwi--Alcohol	Misd/B	254	460	2	1	391	394	7	31	263	92	393
113		4742300	Dwi-Drug Intox Chronic Offndr	Fel/B	18	7	0	1	5	6	6	0	0	0	6
114		4742700	Dwi-Drug Intox Aggrvatd Offndr	Fel/C	23	18	0	0	14	14	13	0	0	1	14
115		4743000	Dwi-Drug Intoxicat-Persist Off	Fel/D	77	71	0	0	64	64	61	0	0	2	63
116		4743500	Dwi-Drug Intoxicat-Prior Offen	Misd/A	6	20	0	0	17	17	0	2	15	0	17
117		4744000	Dwi--Drug Intoxication	Misd/B	123	119	0	0	90	90	3	9	47	30	89
118		4744300	Dwi-Alchol/Drug Chronic Offndr	Fel/B	11	4	0	0	1	1	1	0	0	0	1
119		4744700	Dwi-Alchol/Drug Aggrvtd Offndr	Fel/C	13	12	0	0	12	12	11	0	0	0	11
120		4745000	Dwi-Comb Alc/Drug Intox-Persis	Fel/D	33	28	0	0	27	27	26	0	0	0	26
121		4745500	Dwi--Comb Alc/Drug Intox-Prior	Misd/A	1	2	0	0	2	2	0	0	2	0	2
122		4746000	Dwi--Combined Alc/Drug Intoxic	Misd/B	14	20	0	0	16	16	2	0	9	5	16
123		4746700	Excessive Bac-Aggrvatd Offndr	Fel/C	3	6	0	0	6	6	6	0	0	0	6
124		4747000	Excessive Bac--Persistent Off	Fel/D	5	3	0	0	3	3	3	0	0	0	3
125		4748100	*Disc-Excessive Blood Alcohol	Misd/B	3	4	0	2	1	3	0	0	3	0	3
126		9143500	Dwi - Alcohol	Ordin	238	334	1	2	190	193	0	24	19	150	193
127		9144000	Dwi - Alcohol - Prior Offender	Ordin	12	11	0	0	10	10	0	2	1	7	10
128		9145000	Dwi - Alcohol - Prior Offender	Ordin	0	11	0	0	6	6	0	1	1	4	6
129		9146500	Dwi - Combine Alcoh/Drg Intoxi	Ordin	2	3	0	0	2	2	0	1	0	1	2
130			2013 Total		3,958	4,130	26	21	3,532	3,579	2,479	78	565	308	3,430
131															

Circuit Level

<table>
<tr><th></th><th>A</th><th>B</th><th>C</th><th>D</th><th>E</th><th>F</th><th>H</th><th>I</th><th>J</th><th>K</th><th>M</th><th>N</th><th>O</th><th>P</th><th>Q</th></tr>
<tr><td>1</td><td colspan="14">Circuit Level</td></tr>
<tr><td>2</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td>3</td><td></td><td></td><td></td><td></td><td></td><td></td><td colspan="4">Guilty Outcomes</td><td colspan="4">Sentenct Code</td><td></td></tr>
<tr><td>4</td><td>Calendar Year</td><td>Charge Code</td><td>Charge description</td><td>Charge Level</td><td>Filed</td><td>Disposed</td><td>Jury Verdict-Guilty</td><td>Court Trial - Guilty</td><td>Guilty Plea</td><td>Guilty Outcome</td><td>DOC</td><td>Fine</td><td>Jail</td><td>SIS</td><td>Total Sentenced</td></tr>
<tr><td>132</td><td>2014</td><td>4741000</td><td>Dwi--Alcohol--Persistent Offen</td><td>Fel/D</td><td>1,535</td><td>1,449</td><td>6</td><td>8</td><td>1,305</td><td>1,319</td><td>1,200</td><td>2</td><td>33</td><td>11</td><td>1,246</td></tr>
<tr><td>133</td><td></td><td>4741500</td><td>Dwi--Alcohol--Prior Offender</td><td>Misd/A</td><td>49</td><td>247</td><td>1</td><td>0</td><td>234</td><td>235</td><td>6</td><td>8</td><td>211</td><td>10</td><td>235</td></tr>
<tr><td>134</td><td></td><td>4741700</td><td>Dwi-Alcohol Chronic Offndr</td><td>Fel/B</td><td>418</td><td>219</td><td>5</td><td>1</td><td>167</td><td>173</td><td>165</td><td>0</td><td>0</td><td>0</td><td>165</td></tr>
<tr><td>135</td><td></td><td>4741800</td><td>Dwi-Alcohol Aggrvatd Offndr</td><td>Fel/C</td><td>613</td><td>687</td><td>4</td><td>2</td><td>621</td><td>627</td><td>599</td><td>3</td><td>4</td><td>1</td><td>607</td></tr>
<tr><td>136</td><td></td><td>4742000</td><td>Dwi--Alcohol</td><td>Misd/B</td><td>258</td><td>451</td><td>4</td><td>2</td><td>391</td><td>397</td><td>2</td><td>30</td><td>264</td><td>98</td><td>394</td></tr>
<tr><td>137</td><td></td><td>4742300</td><td>Dwi-Drug Intox Chronic Offndr</td><td>Fel/B</td><td>14</td><td>10</td><td>0</td><td>0</td><td>6</td><td>6</td><td>6</td><td>0</td><td>0</td><td>0</td><td>6</td></tr>
<tr><td>138</td><td></td><td>4742700</td><td>Dwi-Drug Intox Aggrvatd Offndr</td><td>Fel/C</td><td>22</td><td>34</td><td>1</td><td>0</td><td>28</td><td>29</td><td>29</td><td>0</td><td>0</td><td>0</td><td>29</td></tr>
<tr><td>139</td><td></td><td>4743000</td><td>Dwi-Drug Intoxicat-Persist Off</td><td>Fel/D</td><td>66</td><td>62</td><td>0</td><td>1</td><td>53</td><td>54</td><td>52</td><td>0</td><td>0</td><td>0</td><td>52</td></tr>
<tr><td>140</td><td></td><td>4743500</td><td>Dwi-Drug Intoxicat-Prior Offen</td><td>Misd/A</td><td>11</td><td>14</td><td>0</td><td>0</td><td>11</td><td>11</td><td>0</td><td>2</td><td>10</td><td>0</td><td>12</td></tr>
<tr><td>141</td><td></td><td>4744000</td><td>Dwi--Drug Intoxication</td><td>Misd/B</td><td>121</td><td>123</td><td>0</td><td>0</td><td>86</td><td>86</td><td>1</td><td>4</td><td>51</td><td>29</td><td>85</td></tr>
<tr><td>142</td><td></td><td>4744300</td><td>Dwi-Alchol/Drug Chronic Offndr</td><td>Fel/B</td><td>8</td><td>3</td><td>1</td><td>0</td><td>2</td><td>3</td><td>3</td><td>0</td><td>0</td><td>0</td><td>3</td></tr>
<tr><td>143</td><td></td><td>4744700</td><td>Dwi-Alchol/Drug Aggrvtd Offndr</td><td>Fel/C</td><td>13</td><td>16</td><td>0</td><td>0</td><td>14</td><td>14</td><td>13</td><td>0</td><td>1</td><td>0</td><td>14</td></tr>
<tr><td>144</td><td></td><td>4745000</td><td>Dwi-Comb Alc/Drug Intox-Persis</td><td>Fel/D</td><td>21</td><td>21</td><td>0</td><td>0</td><td>19</td><td>19</td><td>19</td><td>0</td><td>0</td><td>0</td><td>19</td></tr>
<tr><td>145</td><td></td><td>4745500</td><td>Dwi--Comb Alc/Drug Intox-Prior</td><td>Misd/A</td><td>3</td><td>4</td><td>0</td><td>0</td><td>2</td><td>2</td><td>0</td><td>0</td><td>2</td><td>0</td><td>2</td></tr>
<tr><td>146</td><td></td><td>4746000</td><td>Dwi--Combined Alc/Drug Intoxic</td><td>Misd/B</td><td>21</td><td>27</td><td>0</td><td>0</td><td>16</td><td>16</td><td>0</td><td>1</td><td>8</td><td>6</td><td>15</td></tr>
<tr><td>147</td><td></td><td>4746300</td><td>Excessive Bac-Chronic Offndr</td><td>Fel/B</td><td>2</td><td>1</td><td>0</td><td>0</td><td>1</td><td>1</td><td>1</td><td>0</td><td>0</td><td>0</td><td>1</td></tr>
<tr><td>148</td><td></td><td>4746700</td><td>Excessive Bac-Aggrvatd Offndr</td><td>Fel/C</td><td>4</td><td>3</td><td>0</td><td>0</td><td>1</td><td>1</td><td>1</td><td>0</td><td>0</td><td>0</td><td>1</td></tr>
<tr><td>149</td><td></td><td>4747000</td><td>Excessive Bac--Persistent Off</td><td>Fel/D</td><td>8</td><td>7</td><td>0</td><td>0</td><td>3</td><td>3</td><td>3</td><td>0</td><td>0</td><td>0</td><td>3</td></tr>
<tr><td>150</td><td></td><td>4748100</td><td>*Disc-Excessive Blood Alcohol</td><td>Misd/B</td><td>0</td><td>3</td><td>0</td><td>0</td><td>2</td><td>2</td><td>0</td><td>1</td><td>1</td><td>0</td><td>2</td></tr>
<tr><td>151</td><td></td><td>9143500</td><td>Dwi - Alcohol</td><td>Ordin</td><td>182</td><td>154</td><td>0</td><td>3</td><td>73</td><td>76</td><td>0</td><td>7</td><td>11</td><td>57</td><td>75</td></tr>
<tr><td>152</td><td></td><td>9144000</td><td>Dwi - Alcohol - Prior Offender</td><td>Ordin</td><td>4</td><td>3</td><td>0</td><td>0</td><td>3</td><td>3</td><td>0</td><td>2</td><td>0</td><td>1</td><td>3</td></tr>
<tr><td>153</td><td></td><td>9145000</td><td>Dwi - Alcohol - Prior Offender</td><td>Ordin</td><td>0</td><td>9</td><td>0</td><td>0</td><td>5</td><td>5</td><td>0</td><td>2</td><td>0</td><td>3</td><td>5</td></tr>
<tr><td>154</td><td></td><td>9146500</td><td>Dwi - Combine Alcoh/Drg Intoxi</td><td>Ordin</td><td>2</td><td>2</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr>
<tr><td>155</td><td></td><td>9147000</td><td>Dwi-Combin Alc/Drg Intx Prior</td><td>Ordin</td><td>1</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr>
<tr><td>156</td><td colspan="3" style="text-align:right">2014 Total</td><td></td><td>3,376</td><td>3,550</td><td>22</td><td>17</td><td>3,043</td><td>3,082</td><td>2,100</td><td>62</td><td>596</td><td>216</td><td>2,974</td></tr>
<tr><td>157</td><td colspan="3" style="text-align:right">Statewide Totals:</td><td></td><td>23,970</td><td>23,793</td><td>150</td><td>108</td><td>20,559</td><td>20,817</td><td>14,299</td><td>468</td><td>3,411</td><td>2,075</td><td>20,253</td></tr>
</table>

04/2015

Missouri Coalition for Roadway Safety

Purpose and Procedural Guidelines

Coalition Mission:

The Missouri Coalition for Roadway Safety is a partnership of local, state, federal, public, and private organizations committed to the common goal of making travel on Missouri's roadways safer.

Primary Goals:

- 700 or fewer fatalities by 2016;
- Develop and strengthen partnerships;
- Promote the use of crash data to identify problems and countermeasures;
- Coordinate intervention strategies to achieve crash reductions;
- Identify and share best practices within and throughout Missouri's safety community;
- Emphasize and implement safety measures throughout all operational processes;
- Identify and share safety programs and related efforts by other partners and coordinate as appropriate;
- Evaluate, assess, and adjust strategies as necessary; and
- Promote the enhancement of data collection procedures and processes.

Participation:

Participation shall be open to any national, regional, state, or local organization and any individual interested in promoting the purpose of the Missouri Coalition for Roadway Safety.

All participant organizations and individuals shall have equal status in all respects.

Leadership:

The affairs of the Missouri Coalition for Roadway Safety shall be directed by an Executive Committee consisting of representatives from the following organizations, agencies, or subcommittees:

- AAA – Auto Club of Missouri
- Department of Health and Senior Services
- Department of Public Safety
- Department of Revenue
- Division of Alcohol and Tobacco Control
- East-West Gateway Council of Governments

MCRS Purpose and Procedural Guidelines

- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Law Enforcement Traffic Safety Advisory Council
- Mid-America Regional Council
- Missouri Department of Transportation
- Missouri Municipal League
- Missouri Police Chiefs Association
- Missouri Safety Center
- Missouri Sheriff's Association
- Missouri State Highway Patrol
- Missouri Trucking Association
- National Highway Traffic Safety Administration
- Subcommittee Chairs
    Commercial Motor Vehicle Subcommittee
    Elder Mobility and Safety Subcommittee
    Enforcement Subcommittee
    Impaired Driving Subcommittee
    Infrastructure Subcommittee
    Motorcycle Subcommittee
    Occupant Protection Subcommittee
    Public Information Subcommittee
    Strategic Planning and Implementation Subcommittee
    Traffic Incident Management Subcommittee
    Traffic Records Coordinating Subcommittee

The representatives of participant organizations, agencies, and subcommittees shall elect the Executive Committee Chair and Vice Chair. The term or office shall be for one year with an option of not more than two consecutive terms.

Vacancies for officers shall be filled by the majority vote of the Executive Committee to complete the unexpired term.

The Chair, with concurrence of the Executive Committee, shall name individuals and/or representatives of participating organizations and agencies to head subcommittees and special task forces.

Duties of the two officer positions are:

Chair
1. Preside at all meetings of the Missouri Coalition for Roadway Safety.
2. Monitor and assist Subcommittee Chairs in addressing tasks and activities.
3. Represent the Coalition at selected functions and meetings (or assign such responsibility to others when necessary).
4. Give presentations regarding Coalition efforts and activities (or assign such responsibility to others when necessary).

Vice Chair
1.   Preside at meetings in the absence of the Chair.
2.   Assist the Chair with Missouri Coalition for Roadway Safety activities, strategic plans, and operations.

Subcommittees:

Subcommittees shall be established to effectively address the mission of the Coalition. Subcommittees shall be added or deleted upon the approval of the Executive Committee. Each Subcommittee shall have a Chair and Vice Chair.

Duties of the two officer positions are:

Chair
1.   Preside at all meetings of the Subcommittee.
2.   Guide the completion of Subcommittee activities and tasks.
3.   Represent the Subcommittee at selected functions and meetings (or assign such responsibility to others when necessary).
4.   Give presentations at Coalition meetings or selected functions reviewing Subcommittee efforts and activities (or assign such responsibility to others when necessary).

Vice Chair
1.   Preside at meetings in the absence of the Chair.
2.   Assist the Chair in helping the Subcommittee achieve the Coalition goals and assigned responsibilities.

Subcommittee Responsibilities:

CMV Subcommittee
- Reduce commercial motor vehicle accidents in Missouri
- Education public on commercial vehicles
  - Importance of industry to the economy
  - Sharing the road safely
- Improvement of public image
- Safety legislation for commercial motor vehicles

Elder Mobility and Safety Subcommittee
- Establish membership
- Develop strategies to address elder driver safety and mobility
- Encourage collaborative efforts among stakeholders

Enforcement Subcommittee
- Coordinate the statewide law enforcement initiatives
- Collect law enforcement activity data

MCRS Purpose and Procedural Guidelines

- Identify training and equipment needs
- Identify and share innovative law enforcement programs and strategies
- Identify legislative initiatives
- Promote officer safety
- Promote key statewide law enforcement mobilizations
- Provide technical assistance to regional coalitions

Impaired Driving Subcommittee
- Identification and review of emerging issues
- Review of innovative programs
- Review of current programs
- Identification of training needs
- Identification of legislative initiatives

Infrastructure Subcommittee
- Promote the implementation of the infrastructure related necessary 9
- Promote road safety audits
- Review training needs in the infrastructure area
- Assist in coordinating efforts between the state and local engineering entities

Motorcycle Subcommittee
- Develop and implement a Statewide Motorcycle Safety Plan
- Coordinate with the Missouri Safety Center at University of Central Missouri to help oversee and promote the Missouri Motorcycle Training Program
- Review crash statistics and develop strategies to reduce the number of serious and fatal motorcycle injuries
- Review motorcycle safety public information campaigns

Occupant Protection Subcommittee
- Review and implement the recommendations in the National Highway Traffic Safety Administration Occupant Protection Assessment
- Review and implement the Centers for Disease Control Occupant Protection Workshop recommendations
- Review strategies to increase safety belt use/child safety seat use
- Host occupant protection workshops and summits
- Monitor the fatal and serious injury crashes involving a non-belted occupants

Public Information Subcommittee
- Develop a statewide media plan
- Coordinate overall public information effort with both the state and regional coalitions
- Develop PI toolkits and distribute to the regional coalitions
- Distribute PI funding and monitor PI activity by the regional coalitions
- Draft press releases
- Coordinate events

MCRS Purpose and Procedural Guidelines

- Provide technical assistance to regional coalitions

Strategic Planning and Implementation Subcommittee
- Monitor the operation and membership of the MCRS and make recommendations as necessary
- Facilitate the development and implementation of regional coalition plans
- Assist in identification of funding availability and promote coordination of resources
- Encourage extensive coordination of highway safety activities throughout the state
- Coordinate the distribution of funds to the regional coalitions
- Monitor activities of the MCRS Subcommittees
- Monitor the membership on MCRS Subcommittees to assure balanced representation
- Assess the technical assistance needs of the regional coalitions
- Facilitate the revision of the Missouri's Blueprint

Traffic Incident Management Subcommittee
- Promote Traffic Incident Management training to all 31,000 first responders.
- Monitor Traffic Incident Management performance measures time to clear and secondary amount of delay
- Monitor and promote MoDOT policy changes
- Develop corridor plans for I-70 and I-44 including detour routes
- Strategic planning
- Other priorities as identified by the subcommittee

Traffic Records Coordinating Subcommittee
- Provide updates on fatal and serious injury crash data
- Collect and compile annual regional coalition activity reports
- Monitor the contributing factors associated with crashes
- Monitor progress toward the 2016 fatality goal
- Monitor the implementation of Targeted Ten
- Assist regional coalitions with data needs

Call of Meetings:

Meetings shall be held on a quarterly basis with the concurrence of the representatives and participants of the Coalition.

Regional Coalitions:

Regional coalitions are established in 7 locations throughout the state. These coalitions are charged with:
- assisting with the implementation of Missouri Blueprint;
- conducting regional data analysis to guide highway safety activities;

- expanding the regional safety network and partnerships by increasing coalition membership;
- actively participating in MCRS meetings, campaigns, and promotions;
- developing a localized safety plan for the region; and
- facilitating the expenditure of allocated funds.

The corresponding MoDOT district office and Missouri State Highway Patrol troop shall help facilitate the coalition meetings, expansion of coalition membership, development and implementation of regional strategic highway safety plans and distribution of funding. Representatives from each of the 7 regional coalitions shall be encouraged to attend the quarterly MCRS meetings and give updates on respective regional coalition activities. The regional coalitions shall be encouraged to elect a chair and vice chair and establish a set of operating procedures.

Each regional coalition shall identify:
- A member to serve as the liaison between the MCRS and their regional coalition.
- A member to serve on the MCRS Public Information Subcommittee. Their participation will help assure broad based input into the development and implementation of public information initiatives.
- A member to serve as the Advocacy Liaison to address legislative initiatives and promote the "Saved by the Belt" program.

Changing of These Guidelines:

These guidelines may be changed by a two-thirds vote of those representatives of participant organizations and individuals present at the meeting.

Missouri Coalition for Roadway Safety
www.savemolives.com

Coalition Mission:

The Missouri Coalition for Roadway Safety is a partnership of local, state, federal, public, and private organizations committed to the common goal of making travel on Missouri's roadways safer.

Primary Goals:

- 700 or fewer fatalities by 2016;
- Develop and strengthen partnerships;
- Promote the use of crash data to identify problems and countermeasures;
- Coordinate intervention strategies to achieve crash reductions;
- Identify and share best practices within and throughout Missouri's safety community;
- Emphasize and implement safety measures throughout all operational processes;
- Identify and share safety programs and related efforts by other partners and coordinate as appropriate;
- Evaluate, assess, and adjust strategies as necessary; and
- Promote the enhancement of data collection procedures and processes.

7 Regional Coalitions


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                    Executive Committee

Commercial Motor Vehicle Subcommittee    Occupant Protection Subcommittee

Elder Mobility and Safety Subcommittee    Public Information Subcommittee

Enforcement Subcommittee                  Strategic Planning and Implementation Subc.

Impaired Driving Subcommittee             Traffic Incident Management Subcommittee

Infrastructure Subcommittee               Traffic Records Coordinating Subcommittee

Motorcycle Subcommittee                   7 Regional Coalitions
```

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MISSOURI
FY 2018 Application

Section 405(f)

Motorcyclist
Safety Grant
(23 CFR §1300.25)

Missouri
FY 2018 Application
Section 405(f) Motorcyclist Safety Grant
(23 CFR Section 1300.25)

Table of Contents

Motorcycle Riding Training Course Criteria

Attachment 1:

Mo. Rev. Stat. § 302.133 - 134

Copy of official State document identifying the designated State authority over motorcycle safety issues

Executive Order 03-05
February 2003
Governor Bob Holden

This executive order moved the Division of Highway Safety from the Missouri Department of Public Safety to the Missouri Department of Transportation.

SCS HCS HRB 1299
Executive Branch Reorganizations

This bill transfers all the authority, powers, duties, and functions of the Division of Highway Safety relating to the motorcycle safety program from the Department of Public Safety to the Department of Transportation.

Missouri Revised Statutes

Chapter 302
Drivers' and Commercial Drivers' Licenses

Section 302.133.1

August 28, 2016

Definitions.

302.133. As used in sections 302.133 to 302.138, the following terms mean:

(1) "Commission", the state highways and transportation commission;

(2) "Department", the department of transportation;

(3) "Director", the director of the department of transportation;

(4) "Instructor", a licensed motorcycle operator who meets the standards established by the commission to teach the motorcycle rider training course;

(5) "Motorcycle", a motorcycle or motortricycle as those terms are defined by section 301.010;

(6) "Motorcycle rider training course", a motorcycle rider education curriculum and delivery system approved by the commission as meeting standards designed to develop and instill the knowledge, attitudes, habits, and skills necessary for the safe operation of a motorcycle.

(L. 1995 H.B. 717, A.L. 2014 H.B. 1299 Revision)

1995

Missouri General Assembly

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Missouri Revised Statutes

Chapter 302
Drivers' and Commercial Drivers' Licenses

Section 302.134.1

August 28, 2016

Motorcycle safety education program, commission to establish and set standards, program to include certain subjects--authority to adopt rules, procedure to adopt, suspend and revoke.

302.134. 1. The commission shall establish standards for and shall administer the motorcycle safety education program. The program shall include, but is not limited to, motorcycle rider training and instructor training courses. The commission may expand the program to include components relating to the effect of alcohol and drugs on motorcycle operation, public awareness of motorcycles on the highways, driver improvement for motorcyclists, motorcycle operator licensing improvement, program promotion, and other motorcycle safety efforts.

2. Standards adopted by the commission for the motorcycle safety education program, including standards for instructor qualification and standards for the motorcycle rider training and instructor training courses, shall, at a minimum, comply with the applicable standards of the Motorcycle Safety Foundation.

3. The commission shall promulgate rules and regulations necessary to administer the provisions of sections 302.133 to 302.138.

4. No rule or portion of a rule promulgated under the authority of this chapter shall become effective until it has been approved by the joint committee on administrative rules in accordance with the procedures provided in this section, and the delegation of the legislative authority to enact law by the adoption of such rules is dependent upon the power of the joint committee on administrative rules to review and suspend rules pending ratification by the senate and the house of representatives as provided in this section.

5. Upon filing any proposed rule with the secretary of state, the commission shall concurrently submit such proposed rule to the committee, which may hold hearings upon any proposed rule or portion thereof at any time.

6. A final order of rulemaking shall not be filed with the secretary of state until thirty days after such final order of rulemaking has been received by the committee. The committee may hold one or more hearings upon such final order of rulemaking during the thirty-day period. If the committee does not disapprove such order of rulemaking within the thirty-day period, the commission may file such order of rulemaking with the secretary of state and the order of rulemaking shall be deemed approved.

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7. The committee may, by majority vote of the members, suspend the order of rulemaking or portion thereof by action taken prior to the filing of the final order of rulemaking only for one or more of the following grounds:

(1) An absence of statutory authority for the proposed rule;

(2) An emergency relating to public health, safety or welfare;

(3) The proposed rule is in conflict with state law;

(4) A substantial change in circumstance since enactment of the law upon which the proposed rule is based.

8. If the committee disapproves any rule or portion thereof, the commission shall not file such disapproved portion of any rule with the secretary of state and the secretary of state shall not publish in the Missouri Register any final order of rulemaking containing the disapproved portion.

9. If the committee disapproves any rule or portion thereof, the committee shall report its findings to the senate and the house of representatives. No rule or portion thereof disapproved by the committee shall take effect so long as the senate and the house of representatives ratify the act of the joint committee by resolution adopted in each house within thirty legislative days after such rule or portion thereof has been disapproved by the joint committee.

10. Upon adoption of a rule as provided in this section, any such rule or portion thereof may be suspended or revoked by the general assembly either by bill or, pursuant to Section 8, Article IV of the Constitution of Missouri, by concurrent resolution upon recommendation of the joint committee on administrative rules. The committee shall be authorized to hold hearings and make recommendations pursuant to the provisions of section 536.037. The secretary of state shall publish in the Missouri Register, as soon as practicable, notice of the suspension or revocation.

(L. 1995 H.B. 717, A.L. 2014 H.B. 1299 Revision)

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Missouri General Assembly

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EXECUTIVE ORDER NO.
03-05

WHEREAS, the Department of Public Safety is created pursuant to Article IV, Section 12, of the Missouri Constitution and Chapter 650, RSMo; and

WHEREAS, the Division of Highway Safety is assigned to the Department of Public Safety pursuant to Section 650.005, RSMo; and

WHEREAS, the Missouri Department of Transportation is created pursuant to Article IV, Section 12, of the Missouri Constitution and Chapter 226, RSMo; and

WHEREAS, the Division of Highway Safety works to promote the safe operation of vehicles on or about the highways, roads, and streets of this state; and

WHEREAS, the Department of Transportation is tasked with supervision of the construction, maintenance, and operation of the state highway system; and

WHEREAS, the Division of Highway Safety and the Department of Transportation both engage in activities related to the state highway system and its safe operation; and

WHEREAS, the consolidation of these activities would increase efficiencies and eliminate duplication of efforts; and

WHEREAS, I am committed to integrating executive branch operations to improve the way the state delivers services; and

WHEREAS, the transfer of the functions of the Division of Highway Safety to the Department of Transportation is a component of the Governor's Reorganization Plan of 2003, which is designed to streamline state government and make it as efficient as possible.

NOW, THEREFORE, I, BOB HOLDEN, GOVERNOR OF THE STATE OF MISSOURI, by virtue of the authority vested in me by the Constitution and the Laws of the State of Missouri, do hereby order the Missouri Department of Public Safety, the Division of Highway Safety, and the Missouri Department of Transportation to cooperate to:

1. Develop mechanisms and processes necessary to effectively transfer the functions of the Division of Highway Safety to the Department of Transportation;

2. Transfer all authority, powers, duties, functions, records, personnel, property, contracts, budgets, matters pending, and other pertinent vestiges of the Division of Highway Safety to the Department of Transportation, by Type I transfer, as defined under the Reorganization Act of 1974; and

3. Take the steps necessary to maintain compliance with federal requirements, such as filing a state plan amendment, so as not to jeopardize federal financial participation with this consolidation.

This Order shall become effective no sooner than August 28, 2003 unless disapproved within sixty days of its submission to the First Regular Session of the 92nd General Assembly.
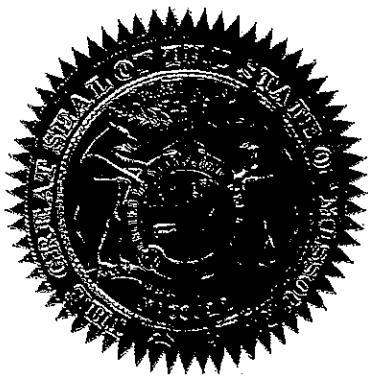
IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the Great Seal of the State of Missouri, in the City of Jefferson on this 5th day of February, 2003

Bob Holden
Governor

ATTEST:

Matt Blunt
Secretary of State

wji

SCS HCS HRB 1299 -- EXECUTIVE BRANCH REORGANIZATIONS

This bill changes the laws based on executive branch
reorganizations within the departments of Social Services, Labor
and Industrial Relations, Economic Development, Health and Senior
Services, Public Safety, and Transportation that have not been
updated since the adoption of the Reorganization Act of 1974. In
its main provisions, the bill:

(1) Renames the Division of Design and Construction in the Office
of Administration to the Division of Facilities Management, Design
and Construction and the Division of Data Processing and
Telecommunications to the Information Technology Services Division
(Section 8.115 - 8.360, 8.800 - 34.031, 37.005 - 37.010, 37.110,
217.575, 251.100 - 261.010, 311.650 - 320.260, 324.125, 361.010,
610.029, 620.1100, and 620.1580, RSMo;

(2) Eliminates the Division of Family Services in the Department
of Social Services and transfers its duties and authority to the
Family Support Division or the Children's Division and updates
statutory references accordingly (Sections 8.700, 64.090 - 143.790,
160.700, 167.034 - 169.520, 172.875, 191.737, 193.075, 193.215,
198.428, 205.960 - 208.150, 208.154, 208.157, 208.180 - 208.190,
208.210, 208.325 - 208.405, 208.636, 209.010 - 209.240, 210.001 -
210.870, 210.950 - 211.477, 226.805, 285.300, 324.032, 452.345 -
516.350, 590.040, 595.030, 632.070, 660.010, 660.130 - 660.526,
660.690, and 701.336);

(3) Eliminates the Division of Job Development and Training within
the Department of Labor and Industrial Relations and transfers its
authority and duties to the Division of Workforce Development
within the Department of Economic Development, updates obsolete
federal program references, and updates the appropriate statutory
references (Sections 36.030, 186.019, and 620.010 - 620.572);

(4) Renames the Missouri Minority Business Development Commission
to the Missouri Minority Business Advocacy Commission (Sections
37.013 and 37.016);

(5) Repeals an outdated provision requiring the Department of
Economic Development and the Office of Administration to develop a
plan to increase procurements from minority businesses by all state
departments and submit that plan to the Governor by July 1994 and
requires the Office of Administration, instead of the department,
to furnish administrative support and staff to the Missouri
Minority Business Advocacy Commission (Section 37.014);

(6) Requires the State Highways and Transportation Commission,
instead of the Division of Highway Safety, to prepare and upon

request supply forms for specified written accident reports (Section 43.251);

(7)   Eliminates the Division of Aging within the Department of Health and Senior Services and transfers its authority and duties to the department, removes obsolete language regarding the Governor's Advisory Council on Aging, and updates the appropriate statutory references (Sections 143.1002, 178.893 - 186.019, 192.1000 - 192.1104, 197.312 - 198.018, 198.077 - 198.090, 198.421, 198.510, 198.515, 208.300, 208.533 - 208.621, 210.900, 226.805, 338.314, 660.060, and 660.620);

(8)   Transfers the duty to establish a procedure for the reimbursement of the costs of tuition, books, and fees to any public community college or vocational or technical school from the Commissioner of Education by rule and regulation to the Department of Higher Education (Section 160.545);

(9)   Transfers specified duties of the Department of Elementary and Secondary Education regarding minority teaching scholarships to the Department of Higher Education (Sections 161.418 and 161.424);

(10)   Renames the Division of Medical Services within the Department of Social Services as the MO HealthNet Division and updates the appropriate statutory references (Sections 161.905, 189.095, 191.853, 192.601, 192.1106, 198.189, 208.072, 208.152, 208.168 - 208.176, 208.204, 208.217, 208.225, 208.471, 208.477, 208.780, 376.819, 630.097, and 660.075);

(11)   Transfers the Missouri Assistive Technology Advisory Council from the Office of Administration to the Department of Elementary and Secondary Education (Section 161.920);

(12)   Eliminates the Division of Child Support Enforcement within the Department of Social Services and transfers its authority and duties to the Family Support Division in the department (Sections 193.075, 193.215, 208.636, 285.300, 454.460, 454.472 - 454.490, 454.496, 454.505 - 487.080, and 516.350);

(13)   Transfers the Life Sciences Research Board from the Office of Administration to the Department of Economic Development and changes it from a III division to a III agency (Section 196.1103);

(14)   Transfers from the Department of Labor and Industrial Relations to the Department of Elementary and Secondary Education specified duties regarding telecommunication for the hearing or speech-impaired (Section 209.251);

(15)   Transfers all the authority, powers, duties, and functions of

the Division of Highway Safety relating to the motorcycle safety program, the driver improvement program, the ignition interlock program, and other state highway safety programs from the Department of Public Safety to the Department of Transportation (Sections 226.008, 302.133 - 302.178, 577.608, and 650.005);

(16)   Allows any person to appeal to the Administrative Hearing Commission any decision made by the Department of Public Safety regarding a claim filed on or after August 28, 2014, for compensation to victims of crime and specifies a person's rights regarding the appeal (Sections 595.036 - 595.060, 610.120, and 621.275);

(17)   Transfers the authority, powers, functions, records, personnel, property, contracts, and other pertinent vestiges of the Division of Employment Security within the Department of Labor and Industrial Relations related to job training and labor exchange that are funded with or based upon Wagner-Peyser funds and other federal and state workforce development programs administered by the Division of Employment Security to the Division of Workforce Development within the Department of Economic Development (Sections 620.010 - 620.572);

(18)   Repeals an outdated provision requiring the Missouri Minority Advocacy Commission to submit a plan to increase procurement from minority businesses by state departments and to recommend legislation to the General Assembly (Section 33.753);

(19)   Repeals provisions allowing employees of the Missouri Rehabilitation Center to organize and file an application as a not-for-profit corporation for the purpose of establishing a child day care center (Section 199.025); and

(20)   Repeals obsolete provisions regarding private industry councils under the Job Training Partnership Act that were repealed by Section 199 of the Workforce Reinvestment Act (Section 620.483).

Motorcycle Riding Training Course Criteria

Attachment 2:

MO 7 CSR 60-1.010 – 60.110
http://www.sos.mo.gov/adrules/csr/current/7csr/7c60-1.pdf

Document showing the designated State authority approving the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle.
MO 7CSR 60-1.010 (2) and (7) and MO 7 CSR 60-1.060 (1)

Document showing that certified motorcycle rider training instructors teach the motorcycle riding training course.
MO 7CSR 60-1.010 (4) and MO 7CSR 60-1.030 (1)

Rules of
Department of Transportation
Division 60—Highway Safety Division
Chapter 1—Motorcycle Safety Education Program

Title 7—DEPARTMENT OF TRANSPORTATION
Division 60—Highway Safety Division
Chapter 1—Motorcycle Safety Education Program

7 CSR 60-1.010 Definitions

PURPOSE: This rule defines terms used in the rules which pertain to the administration and operations of the Motorcycle Safety Education Program.

(1) Department—Missouri Department of Public Safety. The department is the state agency designated by the governor to establish and administer the motorcycle rider training and safety program.

(2) Division—Division of Highway Safety. A division within the department assigned with the responsibility for establishing and administering the motorcycle rider training course and safety program per Motorcycle Safety Foundation (MSF) guidelines.

(3) Experienced rider course—A current approved Motorcycle Safety Foundation course of instruction designed to provide experienced motorcyclists with additional skills and knowledge found to be lacking in accident-involved motorcyclists.

(4) Instructor—An individual certified by MSF and approved to teach the motorcycle rider training courses in Missouri. This individual, unless directly employed by the department as a motorcycle safety instructor, is not an agent, servant, or employee of the department or state of Missouri.

(5) Minor—Any person fifteen and one-half (15 1/2) years (15 years and 182 days) old the day the course begins but less than eighteen (18) years old.

(6) Mobile site sponsor—A public or private entity bound by a letter of agreement to advertise for and enroll students, pay for insurance, and provide a facility for the riding portion of the course. The department provides the remaining equipment, material, and instructional staff for the course. In its role as a mobile site sponsor, this entity is not an agent, servant, or employee of the department or the state of Missouri.

(7) Motorcycle rider course—A current approved Motorcycle Safety Foundation rider course of instruction designed to teach new or inexperienced motorcyclists basic riding skills and defensive street riding strategies.

(8) Motorcycle rider training program—The motorcycle rider training and safety program provides information and courses in knowledge, skills, and safety relating to the operation of motorcycles to all motorcyclists in this state. It also provides information to the general public on sharing the roadway with motorcycles.

(9) Motorcycle Safety Foundation (MSF)—A national, nonprofit organization whose purpose is to improve the safety of motorcyclists on the nation's streets and highways. The MSF provides programs in rider education, licensing improvement, public information, and research.

(10) Permanent site sponsor—A public or private entity contracted by the department to provide motorcycle rider training on a regular basis. In its role as a permanent site sponsor, this entity is not an agent, servant, or employee of the department or the state of Missouri.

AUTHORITY: section 302.134, RSMo 2000.* This rule originally filed as 11 CSR 60-1.010. Original rule filed March 20, 1996, effective Sept. 30, 1996. Amended: Filed Nov. 15, 2001, effective June 30, 2002. Moved to 7 CSR 60-1.010, effective Aug. 28, 2003.

*Original authority: 302.134, RSMo 1995.

7 CSR 60-1.020 Program Sponsor

PURPOSE: This rule outlines the standards for an approved motorcycle rider training program sponsor.

(1) No individual, association, partnership, corporation, or educational or governmental agency may sponsor or offer training in motorcycle operation to the public for tuition, consideration, or fee without authorization from the division. To qualify for authorization, a sponsor must be approved by the division through a current contract for a permanent site sponsor or letter of agreement for a mobile site sponsor. Approval will be denied unless a sponsor applicant meets the following requirements. The applicant must demonstrate the capacity to register students, collect and account for tuition as appropriate, arrange public notice of courses, provide required insurance coverage and make all necessary insurance premium payments, submit and maintain all required records, and contract with, schedule, and compensate authorized instructors as appropriate.
  (A) All applicants must have access to a riding area for on-cycle training that is—

1. A paved surface, including asphalt, concrete, or other all-weather surface of suitable traction; and
2. Large enough to safely accommodate any motorcycle training range approved by the department, per Motorcycle Safety Foundation (MSF) guidelines, as flat as possible, secure from vehicular and pedestrian traffic, and free of surface hazards and obstacles.
  (B) Applicants for permanent sites must also have access to—
1. A secure storage area to physically and environmentally protect training motorcycles and other course equipment;
2. A classroom, not located in a private residence, that is large enough to seat all students and instructors comfortably and that contains at least one (1) adequate desk or equivalent seating and writing surface for each student, and at least one (1) instructor's desk, table, or podium;
3. Audiovisual presentation equipment for the classroom, including a chalkboard or equivalent; and
4. A first-aid kit and at least one (1) five pound (5 lb.) Class ABC Occupational Safety and Health Administration (OSHA)-approved fire extinguisher, or equivalent, for the riding area.

(2) Approval as a sponsor may be suspended if the sponsor, an instructor under contract with the sponsor, or a member of the sponsoring organization with supervisory or executive duties involving the training program—
  (A) Fails to continue to meet the requirements of MSF;
  (B) Has been convicted or placed on probation for—
1. Any felony;
2. Any offense involving moral turpitude within the previous ten (10) years from the date of approval or renewal except as provided hereinafter; or
3. Any offense involving tampering with a government record, or any of the following offenses involving the operation of a motor vehicle within the previous five (5) years:
    A. Criminally negligent homicide;
    B. Driving while intoxicated; or
    C. Driving under the influence of drugs;
  (C) Cannot provide sufficient information and documentation to enable the department to evaluate or reevaluate the applicant's request for approval;
  (D) Knowingly presents or allows to be presented to the department any false or misleading information relating to a request for approval;

(E) Permits or engages in any fraud or fraudulent practice concerning an application or, in any action between the applicant or licensee and the public, induces or countenances any fraud or fraudulent practice on the part of an applicant for a driver's license or permit;

(F) Knowingly or recklessly disregards or fails to comply with any departmental rule, written policy, or written procedure regarding the motorcycle operator training program; or

(G) Knowingly allows an instructor to give, or a student to receive, classroom or riding instruction if either exhibits any evidence of or effects from an alcoholic beverage, controlled substance, or drug as defined in section 195.010(7), RSMo.

(3) The division may construe any probation or conviction which is for a criminal offense arising from a penal provision from another state, federal, military, or foreign jurisdiction to be its closest equivalent under the penal provisions of this state.

(4) Approval may be canceled if—
   (A) It was based on false or incorrect information or mistake, such as clerical or other nonsubstantive errors by either party; or
   (B) If the discrepancy causing the suspension under these administrative rules has not been corrected within the time limit prescribed by a suspension.

(5) Each sponsor must designate a chief school official to be responsible for signing contracts with the department, instructors, or students and for signing any forms required of the sponsor. The chief school official must also be designated by the sponsor to be the custodian of all records, which shall be kept for a period of at least three (3) years from the date of the final performance report under the contract.

(6) If the sponsor is an organization, that organization shall designate one (1) of its members as the chief school official. If the sponsor is an individual, that person shall also be the chief school official.

(7) The control of the sponsor is considered to have changed if—
   (A) In the case of sole proprietorship, more than fifty percent (50%) of the controlling interest has been sold or transferred;
   (B) In the case of a partnership or a corporation, more than fifty percent (50%) of the controlling interest has been sold or transferred; or
   (C) The board of directors, officers, shareholders, or similar governing body has been

changed to such an extent as to significantly alter the management and control of the sponsor.

(8) When control of the sponsor has changed, as outlined in section (7) of this rule, the contract will be canceled and renegotiated through the appropriate rules and regulations.

AUTHORITY: section 302.134, RSMo Supp. 1995.* This rule originally filed as 11 CSR 60-1.020. Original rule filed March 20, 1996, effective Sept. 30, 1996. Moved to 7 CSR 60-1.020, effective Aug. 28, 2003.

*Original authority: 302.134, RSMo 1995.

7 CSR 60-1.030 Motorcycle Instructor

PURPOSE: This rule outlines the standards for an approved motorcycle rider training program instructor.

(1) No individual may instruct or offer instruction in motorcycle operation to the public for tuition, consideration, or fee without authorization from the division. To qualify for authorization, an instructor must be approved by the division. Approval will be denied unless an instructor applicant meets the following requirements. The applicant must agree to teach the training courses in accordance with the division's rules, policies, procedures, and approved curricula and must—
   (A) Hold a current National Certification from the Motorcycle Safety Foundation (MSF);
   (B) Be a high school graduate or possess a valid general educational development (GED);
   (C) Possess a valid driver's license that allows the operation of a motorcycle;
   (D) Be a licensed driver for at least five (5) years;
   (E) Meet the current driving record evaluation standards established by the Missouri Department of Revenue for school bus drivers pursuant to *Revised Statutes of Missouri*;
   (F) Be free from addiction to the use of alcoholic beverages or drugs; and
   (G) Be physically and mentally competent to conduct classroom and on-cycle instruction, including technically correct riding demonstrations.

(2) An applicant for approval to instruct an advanced motorcycle rider training course must meet all the requirements to instruct as identified in section (1) of this rule, plus attend a department approved curriculum update, and be able to perform technically

correct riding demonstrations on his/her personal motorcycle.

(3) Approval as an instructor may be suspended if the instructor fails to continue to meet the requirements of sections (1) and (2) of this rule.

(4) Approval may be canceled if—
   (A) It was based on false or incorrect information or mistake; or
   (B) The discrepancy causing the suspension under 11 CSR 60-1.020 (relating to program sponsor), 11 CSR 60-1.030 (relating to motorcycle instructor), 11 CSR 60-1.040 (relating to student admission requirements), 11 CSR 60-1.050 (relating to verification of course completion by a minor), 11 CSR 60-1.060 (relating to approved motorcycle training courses), and 11 CSR 60-1.070 (relating to motorcycle requirements) has not been corrected within the time limit prescribed by a suspension.

(5) A motorcycle instructor approved by the division may teach both the classroom and on-cycle phases of the courses for which the approval was granted.

(6) Motorcycle instructors approved by the division may not—
   (A) Give instruction or allow a student to receive instruction in motorcycle safety if either the instructor or student is using or exhibits any evidence of effect from an alcoholic beverage, controlled substance, or drug as defined in *Revised Statutes of Missouri*; or
   (B) Complete, issue, or validate a certificate of course completion to a person who has not successfully completed the course. A period of absence for any portion of scheduled course instruction will require that student repeat that portion of instruction prior to issuance of the certificate of completion. Course of instruction must be completed within one (1) calendar year.

AUTHORITY: section 302.134, RSMo Supp. 1995.* This rule originally filed as 11 CSR 60-1.030. Original rule filed March 20, 1996, effective Sept. 30, 1996. Moved to 7 CSR 60-1.030, effective Aug. 28, 2003.

*Original authority: 302.134, RSMo 1995.

7 CSR 60-1.040 Student Admission Requirements

PURPOSE: This rule outlines the standards for admission into the motorcycle rider training program.

(1) Motorcycle Rider Courses, are open to any person who is—

(A) Physically and mentally capable of being licensed in Missouri as a motorcycle operator; and

(B) At least fifteen and one-half (15 1/2) years (15 years and 182 days) old on the day the course begins.

(2) The experienced rider course is restricted to individuals with a current motorcycle (Class M) driver's license or motorcycle endorsement on their driver's license. Each student must provide his/her own motorcycle that meets the requirements of 11 CSR 60-1.070 (relating to motorcycle requirements).

AUTHORITY: section 302.134, RSMo 2000.* This rule originally filed as 11 CSR 60-1.040. Original rule filed March 20, 1996, effective Sept. 30, 1996. Amended: Filed Nov. 15, 2001, effective June 30, 2002. Moved to 7 CSR 60-1.040, effective Aug. 28, 2003.

*Original authority: 302.134, RSMo 1995.

7 CSR 60-1.050 Verification of Course Completion

PURPOSE: This rule outlines the standards for verification of completion in an approved motorcycle rider training program.

(1) The sponsor will issue a Missouri Motorcycle Training Certificate to a student who is at least fifteen and one-half (15 1/2) years (15 years and 182 days) of age and who has successfully completed the approved Motorcycle Rider Course. A completion certificate is issued to verify that the student has met the educational and training requirements for a Missouri motorcycle operator's permit or license. A Department of Public Safety serialized completion certificate will be issued by the course sponsor to every student completing the approved Motorcycle Rider Course. A copy of the completion certificate can be obtained from the Department of Public Safety.

(2) The division will accept an original signature or the written, stamped, or typed name or signature of the chief school official on the form. The signature of the instructor on the form must be an original signature. If the chief school official is also the instructor, that person must sign both spaces on the form.

AUTHORITY: section 302.134, RSMo 2000.* This rule originally filed as 11 CSR 60-1.050. Original rule filed March 20, 1996, effective

Sept. 30, 1996. Amended: Filed Nov. 15, 2001, effective June 30, 2002. Moved to 7 CSR 60-1.050, effective Aug. 28, 2003.

*Original authority: 302.134, RSMo 1995.

7 CSR 60-1.060 Approved Motorcycle Training Courses

PURPOSE: This rule outlines the standards for an approved motorcycle rider training program.

PUBLISHER'S NOTE: The secretary of state has determined that the publication of the entire text of the material which is incorporated by reference as a portion of this rule would be unduly cumbersome or expensive. Therefore, the material which is so incorporated is on file with the agency who filed this rule, and with the Office of the Secretary of State. Any interested person may view this material at either agency's headquarters or the same will be made available at the Office of the Secretary of State at a cost not to exceed actual cost of copy reproduction. The entire text of the rule is printed here. This note refers only to the incorporated by reference material.

(1) The division adopts the educational, safety, and instructor standards, by reference, of the most current versions of the following Motorcycle Safety Foundation (MSF) courses:

(A) The current approved Motorcycle Safety Foundation Motorcycle Rider Course, or as amended;

(B) The current approved experienced rider course. The choice of curricula is determined by the size of the riding area. The skill and knowledge tests for the experienced curricula are not required but may be used at the sponsor's discretion; and

(C) The approved instructor preparation course is MSF instructor preparation course curriculum.

(2) Approved course curricula are available for inspection at the division's Jefferson City offices.

AUTHORITY: section 302.134, RSMo 2000.* This rule originally filed as 11 CSR 60-1.060. Original rule filed March 20, 1996, effective Sept. 30, 1996. Amended: Filed Nov. 15, 2001, effective June 30, 2002. Moved to 7 CSR 60-1.060, effective Aug. 28, 2003.

*Original authority: 302.134, RSMo 1995.

7 CSR 60-1.070 Motorcycle Requirements

PURPOSE: This rule outlines the standards for motorcycles used in an approved motorcycle rider training program.

(1) A motorcycle must be rejected for use by the lead course instructor if it fails to meet the requirements of this section or if, in the discretion of the instructor, the motorcycle is unsafe for the rider, an instructor, another student, or any other person permitted in the riding area. A motorcycle may be deemed unsafe because of modification, damage, lack of maintenance, nonstandard configuration, or any other substantial safety reason.

(2) Any student-owned motorcycle must—

(A) Meet all the requirements for operation on public highways;

(B) Have proof of adequate insurance coverage available for inspection by the lead course instructor; and

(C) Meet all other requirements of this rule.

(3) A student may use a borrowed motorcycle if the student can show written permission from the owner to use the motorcycle in the course and if it meets all other requirements of this rule.

(4) A moped, no-ped, motor scooter, motor-assisted bicycle, or a motorcycle with an engine displacement of over 500cc—

(A) May not be used in the basic course; and

(B) May be used in the advanced course only if it meets all other requirements of this rule.

(5) No sponsor may provide a motorcycle to a student for use in the advanced course. If a sponsor provides a motorcycle to a student for use in the basic course, the motorcycle—

(A) Must meet the safety requirements of section (1) of this rule;

(B) Must not be prohibited by section (4) of this rule; and

(C) May, but is not required to, be registered, inspected, or insured for operation on public highways.

AUTHORITY: section 302.134, RSMo Supp. 1999.* This rule originally filed as 11 CSR 60-1.070. Original rule filed March 20, 1996, effective Sept. 30, 1996. Amended: Filed Nov. 22, 1999, effective May 30, 2000. Moved to 7 CSR 60-1.070, effective Aug. 28, 2003.

*Original authority: 302.134, RSMo 1995.

7 CSR 60-1.080 Notice and Hearing Requirements

PURPOSE: This rule outlines the notice and hearing requirements for an approved motorcycle rider training program sponsor.

(1) If the division intends to deny, suspend, or cancel approval of a program sponsor or instructor, notice and opportunity for hearing must be given as provided by *Revised Statutes of Missouri*.

AUTHORITY: section 302.134, RSMo Supp. 1995.* This rule originally filed as 11 CSR 60-1.080. Original rule filed March 20, 1996, effective Sept. 30, 1996. Moved to 7 CSR 60-1.080, effective Aug. 28, 2003.

*Original authority: 302.134, RSMo 1995.

7 CSR 60-1.090 Sponsor Suspension

PURPOSE: This rule outlines the terms of suspension of a motorcycle rider training program sponsor.

(1) The term of suspension under 11 CSR 60-1.020 (relating to program sponsor) and 11 CSR 60-1.030 (relating to motorcycle instructor) may not exceed one (1) year. The term of suspension may be reduced by the motorcycle rider training program manager of the division on the recommendation of the program director for motorcycle rider training if corrective actions have been taken and the reason for suspension no longer exists. If the reason for suspension still exists at the end of the suspension period, the suspension automatically elevates to disapproval. To again become approved, a disapproved sponsor or instructor must reapply and meet all current requirements for approval.

AUTHORITY: section 302.134, RSMo Supp. 1995.* This rule originally filed as 11 CSR 60-1.090. Original rule filed March 20, 1996, effective Sept. 30, 1996. Moved to 7 CSR 60-1.090, effective Aug. 28, 2003.

*Original authority: 302.134, RSMo 1995.

7 CSR 60-1.100 Quality Assurance Visits

PURPOSE: This rule outlines the rules for quality assurance visits for motorcycle rider training program sponsors and instructors.

(1) Quality assurance visits (QAVs) will be conducted at each of the motorcycle rider training program sites, at least once per cal-endar year. During the QAV, the focus will be on the adherence to requirements outlined in 11 CSR 60-1.020 (relating to program sponsor), 11 CSR 60-1.030 (relating to motorcycle instructor), 11 CSR 60-1.040 (relating to student admission requirements), 11 CSR 60-1.050 (relating to verification of course), 11 CSR 60-1.060 (relating to approved motorcycle training courses), and 11 CSR 60-1.070 (relating to motorcycle requirements).

(2) The QAVs will be conducted by division personnel or by persons contracted by the division to perform them.

(3) While conducting the QAV, the evaluator will utilize the same pass/fail criteria as is utilized to evaluate the student teaching portion of the approved motorcycle safety instructor training course. The QAV shall be conducted at least once per certification period (two (2) years). Instructor(s) not meeting the approved criteria will be suspended as outlined in 11 CSR 60-1.030 (relating to motorcycle instructor). Remedial actions necessary to remove the suspension will be determined by the motorcycle rider training program manager of the division, on the recommendation of the program director for motorcycle operator training and may include, but is not limited to:
   (A) Attending a department-sponsored instructor curriculum refresher course;
   (B) Attending all or portions of a department-sponsored instructor training course; or
   (C) Teaching an entire course under the supervision of a division staff member, an approved chief instructor, or other individual(s) expressly designated by the division to perform such duties.

AUTHORITY: section 302.134, RSMo 2000.* This rule originally filed as 11 CSR 60-1.100. Original rule filed March 20, 1996, effective Sept. 30, 1996. Amended: Filed Nov. 15, 2001, effective June 30, 2002. Moved to 7 CSR 60-1.100, effective Aug. 28, 2003.

*Original authority: 302.134, RSMo 1995.

7 CSR 60-1.110 Sponsor Pre-Suspension Notification

PURPOSE: This rule outlines when a sponsor should notify the division of impending legal action.

(1) All sponsors shall notify in writing the division with the details of any legal action which has been filed against the sponsor, its officers, or its contracted instructors within thirty (30) days of such action.

AUTHORITY: section 302.134, RSMo Supp. 1995.* This rule originally filed as 11 CSR 60-1.110. Original rule filed March 20, 1996, effective Sept. 30, 1996. Moved to 7 CSR 60-1.110, effective Aug. 28, 2003.

*Original authority: 302.134, RSMo 1995.

Motorcycle Riding Training Course Criteria

<u>Attachment 3:</u>

Missouri Motorcycle Training Site Locations

Document(s) regarding locations of the motorcycle rider training course being offered in the State.

Missouri Motorcycle Safety Program
Motorcycle Training Sites

Legend

Motorcycle Training Sites
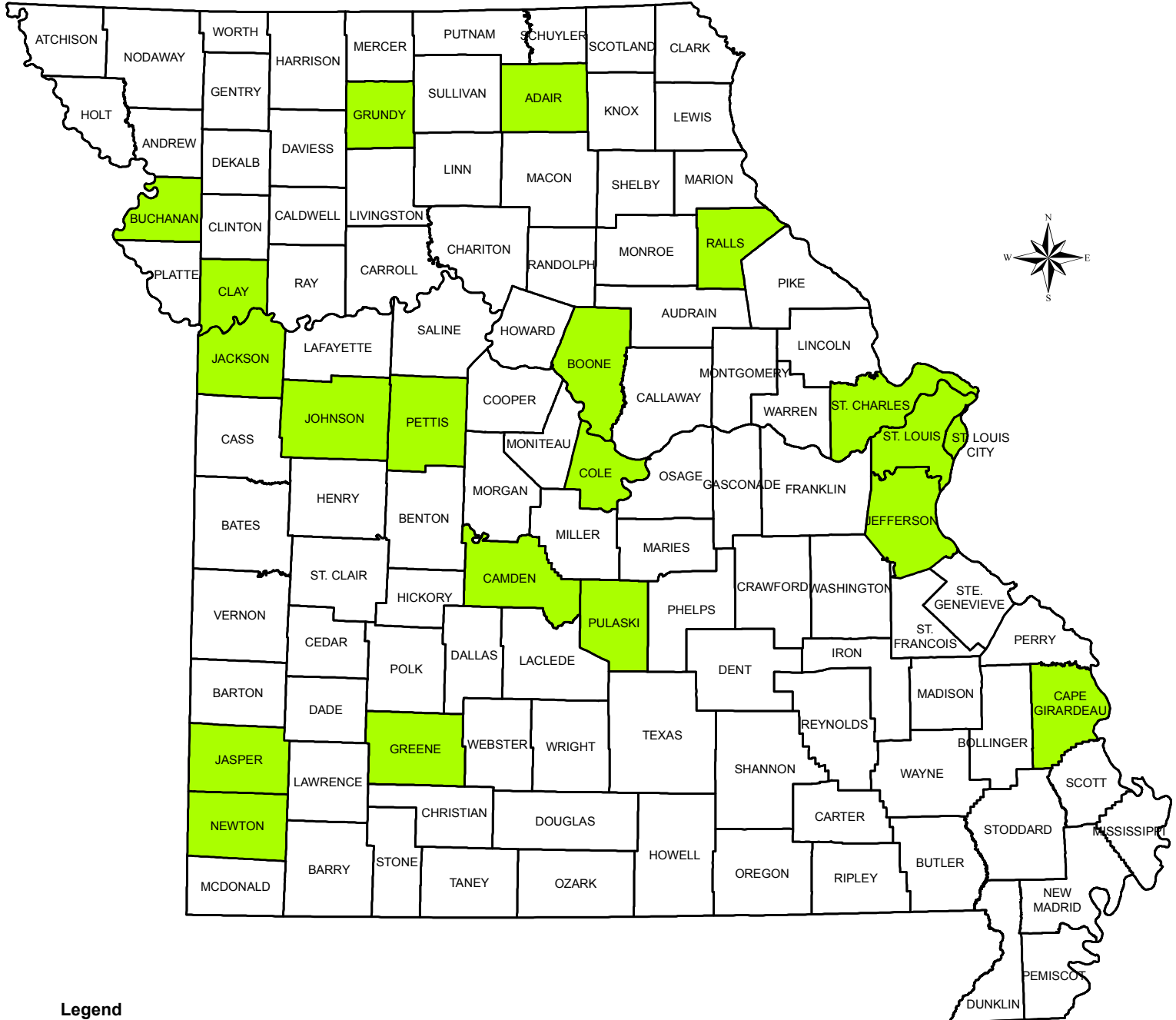
2018 MMSP TRAINING SITE INFORMATION

NOTE: All training sites operate April – November, weather permitting.

Counties covered: Adair, Boone, Buchanan, Camden, Cape Girardeau, Clay, Cole, Greene, Grundy, Jackson, Jasper, Jefferson, Johnson, New Madrid, Newton, Pettis, Pulaski, Ralls, St Charles, and St Louis.

Site-Specific Information

Camdenton, MO
Lake Career & Tec. Center
269 Dare Blvd.
PO Box 1409
Camdenton, MO 65020
573-346-9260
Camden County

Cape Girardeau, MO
Cape Girardeau Career & Technology Center
1080 South Silver Springs Road
Cape Girardeau, MO 63703
573-334-0826
Cape Girardeau County

Columbia, MO
Central Missouri Motorcycle Training
CM-MT LLC
4381 Bainbridge Ct. (mailing)
Columbia, MO 65203
573-673-7174
Boone County

Columbia, MO
Mid-America Harley-Davidson
HD Riding Academy
5704 Freedom Dr.
Columbia, MO 65202
573-875-4444
Boone County

Festus, MO
Surdyke Harley-Davidson
HD Riding Academy
2435 Hwy 67
Festus, MO 63028
636-931-8700
Jefferson County

Festus, MO
Surdyke Motorsports
1305 Highway 61
Festus, MO 63028
St. Pius Xavier High School
1030 ST. Pius Dr
Festus, MO 63028
636-931-9166
Jefferson County

Grandview, MO
Gail's Harley-Davidson/Buell
5900 E. 150 Highway
Grandview, MO 64030
816-966-2222
Jackson County

Hillsboro, MO
Jefferson College
1000 Vicking Dr.
Hillsboro, MO 63050
636-481-3144 ext. 144
Jefferson County

Jefferson City, MO
Highway Patrol CDL Testing Site
Freedom of Road Riders
5621 Raptor Rd.
Jefferson City, MO 65109
800-309-7433
Cole County

Joplin, MO
Hideout Harley-Davidson
HD Riding Academy
5014 S. Hearnes Boulevard
Joplin, MO 64804
417-623-1054 X-235
Jasper County

Kansas City, MO
Rolling Wheels Training Center
4804 D Noland Rd.
Kansas City, MO 64133
816-478-3677
Jackson County

Kansas City, MO
Worth Harley-Davidson
HD Riding Academy
9400 NW Prairie View Rd.
Kansas City, MO 64153
Harley-Davidson Final Assembly Plant
11401 N. Congress
Kansas City, MO 64153
816-420-9000
Clay County

Kansas City, MO
Maple Woods Community College
2601 NE Barry Road
Kansas City, MO 64156
816-604-3011
Clay County

Kirkwood, MO
Doc's Harley-Davidson
930 S. Kirkwood Road
Kirkwood, MO 63122
314-965-0166
St. Louis County

Kirksville, MO
Kirksville William Matthew Middle
School
Freedom of Road Riders
1515 S. Cottage Grove Ave.
Kirksville, MO 63501
800-309-7433
Adair County

Monroe City, MO
Mark Twain Lake Training Site
Mark Twain Lake
20642 Highway J
Monroe City, MO 63456
573-565-2228
Ralls County

Neosho, MO
Crowder College
601 Laclede
Neosho, MO 64850
417-455-5596
Newton County

Joplin, MO
Route 66 Motorcycle Safety Course
12549 County Lane 205(mailing)
3950 E Newman Road (range/classroom)
Joplin, MO 64801
417-291-5939
Jasper County

Sedalia, MO
State Fair Community College
3201 W. 16th St.
Sedalia, MO 65301
660-596-7286
Pettis County

Springfield, MO
Ozark Technical Community College
1001 E. Chestnut Exp.
Springfield, MO 65802
417-447-8888
Greene County

St. Charles, MO
Big St. Charles Motorsports
3830 West Clay (mailing & range)
3808 W Clay (Dealership)
St. Charles, MO 63301
636-946-6487
St. Charles County

St. Charles, MO
St. Charles Park Rangers
1900 W. Randolph St.
St. Charles, MO 63301
636-949-3377
St. Charles County

St. Louis, MO
Forest Park Community College
5600 Oakland Ave.
St. Louis, MO 63110
314-539-5745
St. Louis County

St. Louis, MO
Gateway to the West Harley-Davidson
HD Riding Academy
3600 Lemay Ferry Road
St. Louis, MO 63125
314-845-9900
St. Louis County

St. Joseph, MO
Hillyard Technical Center
3434 Faraon St.
St. Joseph, MO 64506
816-671-4170
Buchanan County

Trenton, MO
Freedom of Road Riders
Trenton High School
1415 Oklahoma Ave
Trenton, MO 64683
800-309-7433
Grundy County

Waynesville, MO
Waynesville Technical Academy
400 GW Lane
Waynesville, MO 65583
573-842-2500
Pulaski County

Warrensburg, MO
Missouri Safety Center
1200 S. Holden
Warrensburg, MO 64093
800-801-3588
Johnson County

Complete List of Counties in the State	Motorcycle Registration Data by County		Training Site Information by County		Training was offered in the county during the month(s) selected:											
	Yes, there is a Training Site in the County	**No,** there is not a Training Site in the County	**Yes,** there is a Training Site in the County	**No,** there is not a Training Site in the County	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18
Adair	611		X		X							X	X	X			
Andrew		634		x													
Atchison		229		x													
Audrain		832		x													
Barry		1,201		x													
Barton		377		x													
Bates		608		x													
Benton		593		x													
Bollinger		258		x													
Boone	3,560		X		X	X					X	X	X	X	X	X	X
Buchanan	2,365		X									X	X	X			
Butler		870		x													
Caldwell		238		x													
Callaway		1,343		x													
Camden	1,543		X		X							X	X	X			
Cape Girardeau	2,168		X		X							X	X	X	X	X	X
Carroll		215		x													
Carter		122		x													
Cass		3,660		x													
Cedar		403		x													
Chariton		194		x													
Christian		2,452		x													
Clark		199		x													
Clay	7,200		X		X					X		X	X	X	X	X	X
Clinton		825		x													
Cole	1,949		X		X							X	X	X	X	X	X
Cooper		438		x													
Crawford		706		x													
Dade		235		x													
Dallas		452		x													
Daviess		266		x													
DeKalb		273		x													
Dent		406		x													

Complete List of Counties in the State	Motorcycle Registration Data by County		Training Site Information by County		Training was offered in the county during the month(s) selected:											
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18
Douglas		344		x												
Dunklin		565		x												
Franklin		3,481		x												
Gasconade		475		x												
Gentry		168		x												
Greene	6,905		X		X	X				X	X	X	X	X	X	X
Grundy	276		X		X	X					X	X	X			
Harrison		257		x												
Henry		688		x												
Hickory		276		x												
Holt		163		x												
Howard		226		x												
Howell		1,128		x												
Iron		286		x												
Jackson	14,192		X		X	X	X			X	X	X	X			
Jasper	3,486		X		X	X			X	X	X	X	X	X	X	X
Jefferson	7,151		X		X	X				X	X	X	X	X	X	X
Johnson	1,828		X		X	X				X	X	X	X			
Knox		79		x												
Laclede		1,094		x												
Lafayette		1,041		x												
Lawrence		1,171		x												
Lewis		284		x												
Lincoln		2,009		x												
Linn		329		x												
Livingston		526		x												
McDonald		636		x												
Macon		517		x												
Madison		273		x												
Maries		238		x												
Marion		844		x												
Mercer		77		x												
Miller		768		x												

Complete List of Counties in the State	Motorcycle Registration Data by County		Training Site Information by County		Training was offered in the county during the month(s) selected:											
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18
Mississippi		234		x												
Moniteau		355		x												
Monroe		210		x												
Montgomery		418		x												
Morgan		660		x												
New Madrid		294		x												
Newton	1,742		X		X						X	X	X			
Nodaway		589		x												
Oregon		232		x												
Osage		334		x												
Ozark		277		x												
Pemiscot		263		x												
Perry		604		x												
Pettis	1,309		X		X						X	X	X	X		
Phelps		1,117		x												
Pike		485		x												
Platte		3,070		x												
Polk		781		x												
Pulaski	1,695		X		X						X	X	X		X	X
Putnam		116		x												
Ralls	423		X		X						X	X	X			
Randolph		715		x												
Ray		852		x												
Reynolds		128		x												
Ripley		316		x												
St. Charles	9,750		X		X	X					X	X	X	X	X	X
St. Clair		321		x												
St. Genevieve		532		x												
St. Francois		1,720		x												
St. Louis	14,774		X		X	X					X	X	X	X	X	X
Saline		604		x												
Schuyler		80		x												
Scotland		133		x												

Complete List of Counties in the State	Motorcycle Registration Data by County		Training Site Information by County		Training was offered in the county during the month(s) selected:											
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18
Scott		907		x												
Shannon		211		x												
Shelby		171		x												
Stoddard		705		x												
Stone		1,049		x												
Sullivan		133		x												
Taney		1,377		x												
Texas		667		x												
Vernon		482		x												
Warren		1,306		x												
Washington		586		x												
Wayne		316		x												
Webster		1,003		x												
Worth		68		x												
Wright		430		x												
St. Louis City		2,438		x												
TOTALS	82,927 (With)	63,261 (Without)	0 (With)	0 (Without)												

The motorcycle rider training course is conducted in counties that collectively account for a majority of the state's registered motorcycles (56.7%).

MEMORANDUM

DATE: May 22, 2017

TO: Bill Whitfield, MoDOT Highway Safety Division

FROM: Raymond Pierce, Missouri Motorcycle Safety Program

RE: Missouri Motorcycle Safety Program Quality Assurance Procedures

The MMSP conducts ongoing and comprehensive quality control on all aspects of the program including at least one visit for every training site annually. Q.A. visits last a minimum of three hours and consists of observations by a trained Quality Assurance specialist who evaluates every aspect of the training including instructor performance and training site compliance with state and national performance standards. Also, every training motorcycle used in MMSP courses is evaluated for compliance with training and safety standards at each visit.

Additionally, quality assurance personnel receive ongoing training in evaluation techniques and protocols. As MMSP State Coordinator I seek ongoing opportunities for training and updated information to ensure our standards and techniques are the most current available.

Finally, we actively solicit course feedback from our students in the form of surveys conducted after course completion. All training sites and instructors around Missouri are also encouraged to provide their students with direct contact information to the office of the state coordinator in the event they would like to provide praise or register a complaint with our office.

Don't hesitate to contact me if you have any questions or need additional information.

Raymond Pierce, State Coordinator

Missouri Motorcycle Safety Program

Motorcycle Riding Training Course Criteria

Attachment 4:

Mo. Rev. Stat. § 302.137.1

Motorcycle safety trust fund established, purpose-operators of motorcycles or motortricycles in violation of laws or ordinances to be assessed surcharge, collection, and distribution.

Missouri Revised Statutes

Chapter 302
Drivers' and Commercial Drivers' Licenses

←302.135   **Section 302.137.1**   302.140→

August 28, 2016

Motorcycle safety trust fund established, purpose--operators of motorcycles or motortricycles in violation of laws or ordinances to be assessed surcharge, collection, distribution.

302.137. 1. There is hereby created in the state treasury for use by the commission a fund to be known as the "Motorcycle Safety Trust Fund". All judgments collected pursuant to this section, appropriations of the general assembly, federal grants, private donations and any other moneys designated for the motorcycle safety education program established pursuant to sections 302.133 to 302.138 shall be deposited in the fund. Moneys deposited in the fund shall, upon appropriation by the general assembly to the *, be received and expended by the commission of public safety for the purpose of funding the motorcycle safety education program established under sections 302.133 to 302.138. Notwithstanding the provisions of section 33.080 to the contrary, any unexpended balance in the motorcycle safety trust fund at the end of any biennium shall not be transferred to the general revenue fund.

2. In all criminal cases, including violations of any county ordinance or any violation of criminal or traffic laws of this state, including an infraction, there shall be assessed as costs a surcharge in the amount of one dollar. No such surcharge shall be collected in any proceeding involving a violation of an ordinance or state law when the proceeding or defendant has been dismissed by the court or when costs are to be paid by the state, county or municipality.

3. Such surcharge shall be collected and distributed by the clerk of the court as provided in sections 488.010 to 488.020. The surcharge collected pursuant to this section shall be paid to the state treasury to the credit of the motorcycle safety trust fund established in this section.

(L. 1995 H.B. 717, A.L. 1996 S.B. 869, A.L. 2002 H.B. 1270 and H.B. 2032, A.L. 2014 H.B. 1299 Revision)

*Words "department of public safety" were deleted in original rolls.

2002   1997

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Schedule of Revenues, Expenditures, and Changes in Fund Balances
Motorcycle Safety Fund
Preliminary and Unaudited

	YTD FY17 05.31.17	FY16	FY15	FY14	FY13	FY12	FY11	FY10	FY09
Revenues									
Fuel tax									
Sales and use tax									
Licenses, fees, and permits	278,935	314,302	327,524	359,108	372,221	381,589	366,683	342,797	382,696
Intergovernmental/cost reimb/misc	-	-	-	-	-	-	-	35,555	195
Investment earnings	-	-	-	-	-	-	-	-	-
State government	-	-	-	-	-	-	-	-	-
Federal government	-	-	-	-	-	-	-	-	-
Total revenues	278,935	314,302	327,524	359,108	372,221	381,589	366,683	378,352	382,891
Expenditures									
Current:									
Maintenance	180,989	292,453	230,620	321,999	392,423	426,986	421,842	423,679	353,394
Multimodal operations	-	-	-	-	-	-	-	-	-
Capital outlay	-	-	-	-	-	-	-	-	-
Other state agencies	-	-	-	-	-	-	-	4,518	4,617
Total expenditures	180,989	292,453	230,620	321,999	392,423	426,986	421,842	428,197	358,011
Excess of rev over (under) expend	97,946	21,849	96,904	37,109	(20,202)	(45,397)	(55,159)	(49,845)	24,880
Other Financing Sources (Uses)									
Proceeds from the sale of capital assets	-	-	-	-	-	-	-	-	-
Transfers in (out)	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Total other financiing sources (uses)	-	-	-	-	-	-	-	-	-
Net Change in Fund Balances	97,946	21,849	96,904	37,109	(20,202)	(45,397)	(55,159)	(49,845)	24,880
Fund Balances, Beginning of Year	204,619	204,619	107,715	70,606	90,808	136,206	191,365	241,210	216,330
Fund Balances, End of Year	302,565	226,468	204,619	107,715	70,606	90,809	136,206	191,365	241,210

Note: Other State Agencies Expenditures represent "allocation of costs in support of the state's central services performed by the Office of Administration…"   Beginning in FY11 these are not segregated, but are included in Maintenance Expenditures.

Z:\hwysafety\FedGuideDoc\405\FY18\405f Motorcycle Safety\2018 Wilson\0246 FY17 YTD 053117.xlsx
tab: Financial Statements

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State

PART 7: MOTORCYCLIST SAFETY GRANT (23 CFR § 1300.25)

☐ Check this box only if applying for a Motorcyclist Safety grant

[Check **_at least 2 boxes_** below and fill in all blanks related to those checked boxes]

**Motorcycle Riding
Training Course**

The name and organization of the head of the designated State authority over motorcyclist safety issues is:

The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula (select one):

☐ Motorcycle Safety Foundation Basic Rider Course

☐ TEAM OREGON Basic Rider Training

☐ Idaho STAR Basic I

☐ California Motorcyclist Safety Program Motorcyclist Training Course

☐ Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA

A list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records is provided on HSP page #:

**Motorcyclist Awareness
Program**

The name and organization of the head of the designated State authority over motorcyclist safety issues is:

The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

The performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle is provided on HSP page #:

The countermeasure strategies and projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions corresponding with the majority of crashes involving at least one motorcycle and at least one motor vehicle causing a serious or fatal injury to at least one motorcyclist or motor vehicle occupant is provided on HSP page #:

Reduction of Fatalities and Crashes Involving Motorcycles

Data required showing the total number of motor vehicle crashes involving motorcycles is provided on HSP page #:

Description of the State's methods for collecting and analyzing data is provided on HSP page #:

Impaired Driving Program

Performance measures and corresponding performance targets developed to reduce impaired motorcycle operation is provide on HSP page #:

Countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data is provided on HSP page #:

**Reduction of Fatalities
and Accidents
Involving Impaired
Motorcycles**

Data required showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided on HSP page #:

Description of the State's methods for collecting and analyzing data is provided on HSP page #:

**Use of Fees Collected
from Motorcyclists for
Motorcycle Programs**

[Select *one circle only* below and fill in *all* blanks related to that selection *only*.]

Applying as a Law State: Choice 1

The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal citation(s):

AND

The State's law appropriating funds for FY *(enter FY below)* requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

                    FY

Legal citation(s):

Applying as a Data State: Choice 2

Data and/or documentation from official State records from the previous fiscal year showing that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were, in fact, used for motorcycle training and safety programs is provided on HSP page #: